



# The Fly-By

A Quarterly Publication of the  
**Southwest Region**  
October, 2017



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**The Fly-By** is published quarterly on the first month of each quarter. Deadline for submissions are:

1Q – 20 December

2Q – 20 March

3Q – 20 June

4Q – 20 September

**Text** may be submitted in the body of an e-mail (preferred) or as a document attached to an e-mail (a .txt or Word .doc/docx, or, if written in another word processor, saved as an .RTF).

**Images** in JPG format, un-retouched, un-cropped, and at least 1200 x 900 pixels, sent as attachments, never embedded in the document.

**Credits:** In all cases, please give full grade, name and unit of assignment of

- The article's author,
- Photographer, and
- Anyone in the article or appearing in photos.

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Send submissions to the Editor at:

[awoodgate@austin.rr.com](mailto:awoodgate@austin.rr.com)

Message size limit: 20 MB

## *SWR Commander's Corner*

Although I have been a Civil Air Patrol volunteer in the Southwest Region for 20 years, I thought I would pass on my "First Impressions" as the new SWR Commander. They can be summed up into one word: "WOW!"

First day on the job and we are orchestrating a major hurricane response in Texas and Louisiana while hosting the National Conference, the Board of Governors, and the change of command ceremony for our new National Commander, Maj Gen Mark Smith.

I just saw the latest Hurricane Harvey participant list which is 586 volunteers from 44 different wings/regions. Lt. Col. Rick Woolfolk and his team are setting a new standard for professionalism in emergency services and receiving well deserved accolades for an exceptionally successful response effort.

My next activity was an Aerospace Education Officer School in New Mexico. Lt. Col. Levent Vural and Lt. Col. Roland Dewing put on an outstanding event which attracted AEOs from Arizona, New Mexico and Texas. The room was filled with enthusiastic volunteers who inspired and motivated me with their dedication to the cadet and aerospace missions. I learned a lot and even got a few sign offs toward my senior rating in aerospace education!

I was always taught it is important to make a good first impression, and my 20 years in the Air Force and 20 years in business have reinforced that lesson. Based on my first two weeks, our outstanding CAP volunteers in Southwest Region have made an awesome first impression!

I look forward to working with each of you as we perform our Missions for America!

**Col. Joe R. Smith, CAP**  
Southwest Region Commander 

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## **Safety is Priority One**

Please read the latest issue of The Safety Beacon for timely, seasonal advice at <http://members.gocivilairpatrol.com/safety/>

Have you taken the **Operational Risk Management** Basic, Intermediate and Advanced online courses? Please visit: [http://www.capmembers.com/safety/safety\\_education/](http://www.capmembers.com/safety/safety_education/)

- Safety must be on every CAP member's mind, at all times.
- Before engaging in any CAP activity, a safety briefing must be conducted.
- Don't miss the Safety Specialty Track training posted at <http://www.capmembers.com/safety/safety-newsletters-2248/>
- **Safety is our Number One Priority.**

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## **How to Submit News Items for this Newsletter**

### ▪ **Which Articles Are Best?**

Ideally, articles should deal with a wing-wide event, preferably conducted in conjunction or coordinated with another wing (or better yet across regions).

Individual articles dealing with a subject that is of interest to a broad audience qualify as well.

Articles bylined by cadets, especially when the subject is of interest to a broad audience, are also welcome.

### ▪ **Do I Submit Photos?**

Articles with no photos may not be selected for publication. Do not embed images in a Word document. Instead, send in the original, un-retouched, full-size digital photos as attachments.

### ▪ **If You Have Article Ideas or Suggestions**

If you have an article in mind but are not sure whether it would be acceptable, you need some guidance in writing it, or you would like to comment on the material published here, please feel free to contact the editor: [awoodgate@austin.rr.com](mailto:awoodgate@austin.rr.com).

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## **How to Progress in the PA Specialty Track...**

### **...when your squadron is isolated, and you cannot find a mentor**

It is not unusual for a CAP squadron PAO to be so distant from other squadrons that establishing easy interaction with other PAOs is difficult or impossible.

It can also be the case that a new PAO needs to start from scratch, but there is no one in the squadron who is PA-qualified.

It is also possible that a PAO who wants to progress beyond the Technician level cannot find a mentor who is qualified Master or higher.

Should you be in need of mentoring, and cannot find someone who is qualified in your wing, feel free to contact the Southwest Region Public Affairs Team. We can arrange for this to happen for both senior members and interested cadets. 📧



**Above:** After his appointment as CEO and National Commander, Maj. Gen. Mark E. Smith addresses the assembled CAP National Conference audience. (Photo: Lt. Col. Arthur E. Woodgate, CAP, Southwest Region)

## ***New National Commander Remembers His New Mexico Roots***

*by Lt. Col. Jay T. Tourtel, CAP, New Mexico Wing*

SAN ANTONIO – When Maj. Gen. Mark E. Smith took over as Civil Air Patrol's 24th National Commander on Sept. 2, 2017, he reached the pinnacle of accomplishment for any CAP member. And yet, having been appointed to the top position in the organization, he paused to acknowledge his beginnings.

Smith has been a CAP member since July 2005, when he was a founding member of Albuquerque Heights "Spirit" Composite Squadron. He commanded the squadron from January 2006 to March 2008. He succeeded Col. Richard F. "Ric" Himebrook as New Mexico Wing Commander, serving from 2011 to 2015. He assumed command of Southwest Region in 2015.

A contingent of 15 members of New Mexico Wing traveled to CAP's National Conference in San Antonio to have breakfast with Smith before he assumed command. The guests included Lt. Col. Beverly A. Vito, the founding commander of Spirit Squadron, who commanded the unit from July 2005 to January 2006; Capt. Mary A. Fox, the squadron's current commander; and Maj.

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Roberta Himebrook, Col. Himebrook's widow and advisor to Smith during his tenure as New Mexico Wing Commander and beyond. (Col. Himebrook had passed away in 2014.)

After assuming command from National Commander Maj. Gen. Joe Vazquez, Smith addressed the audience and gave credit where it was due.

"To say the least, it's humbling to be selected to serve as your Chief Executive Officer and National Commander, and thank you for the confidence you put in me for doing the job," Smith said.

He acknowledged that leadership of the organization is a team effort, and credited his predecessor for the state of the organization prior to his assuming command. "You've taken the organization to an amazing level of excellence already," he said, recognizing Maj. Gen. Vazquez and his team for their service and dedication to CAP.

Smith also shared his personal credo for the organization – a vision statement that he has used to focus on the mission of his command. From his vision for New Mexico Wing, "Best in the Southwest," and for Southwest Region, "Leading the Way to Mission Success," his vision statement as National Commander is, "One Civil Air Patrol."

"We're not 1,483 franchises, we're not 52 wings, we're not eight regions, we're not volunteers, and we're not paid staff. We're one team. *I* can't do this job, but *we* can do this job."

Taking time to thank those who helped him, he recognized Vito and quipped, "She's the one who recruited me into Civil Air Patrol." To which Vito replied, "And, Sir, I proudly accept the honor." He also recognized Maj. Himebrook, saying, "If it hadn't been for Ric and Roberta Himebrook, I wouldn't be here. We all have mentors over the course of time, and it's important for us to have them, and important for us to be them."

In all, the New Mexico Wing contingent was proud of its native son, and wished him well on his new command. 🍷

**Below:** (L-R) Albuquerque Heights "Spirit" Composite Squadron commander Capt. Mary A. Fox, Spirit Squadron alumnus Maj. Gen. Mark E. Smith, and founding Spirit Squadron Commander Lt. Col. Beverly A. Vito, following Smith's appointment as National Commander. (Photo: Chaplain (Lt. Col.) (Emeritus) Robert Whitely, CAP, Southwest Region)





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**Left:** Col. Joe R. Smith, new Southwest Region Commander.  
(Photo: Civil Air Patrol)

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## **Col. Joe R. Smith Assumes Command of Southwest Region**

*by Lt. Col. Arthur E. Woodgate, CAP, Southwest Region*

SAN ANTONIO – On Aug. 31, 2017, Col. Joe R. Smith became the new Southwest Region (SWR) commander. He replaced Mark E. Smith, who in turn had been selected for promotion to Maj. Gen. and to serve as the next CAP National Commander. Col. Joe Smith was sworn in during the CAP National Conference in San Antonio.

Smith joined the Civil Air Patrol in 1997 after completing 20 years of service in the U.S. Air Force. He is a graduate of the U.S. Air Force Academy, and earned a Master of Science in Systems Management from St. Mary's University in 1986.

The Southwest Region includes Arizona, Arkansas, Louisiana, New Mexico, Oklahoma, and Texas Wings. He has previously served as commander of the Enid Composite Squadron, Oklahoma Wing chief of staff, and then wing commander; Texas Wing commander; and Southwest Region deputy chief of staff for operations, and vice commander responsible for Arkansas, Louisiana and Texas Wings.

His leadership style served both Oklahoma Wing and Texas Wing well, as he stressed excellence in an environment of member acceptance and mentoring, achieving significant advancement in both individual performance and overall membership increase. During his command tenure, both wings experienced improved duty performance, greater member advancement in their specialty tracks, and the creation and acceptance of a climate of cooperation, mutual support and mission-oriented capability.

In the USAF, Smith managed an AFROTC program, being responsible for all AFROTC flying and summer training, including the AFROTC/CAP Flight Orientation Program. He also was an instructor pilot in the T-37C (primary trainer), and aircraft commander of a KC-135Q aerial refueling aircraft, in support of worldwide SR-71 reconnaissance missions.

Since his retirement, Col. Smith has continued to support the Air Force as an employee of the Boeing Company. He was a simulator and academic instructor/evaluator at Vance AFB (Okla.) from 1996 to 2001. Afterwards, from 2001 to 2011, he managed Boeing sites at Vance AFB and Sheppard AFB in Texas.

Since then, he has managed the Boeing T-38C/CCAD Field Support operation, where he is responsible for 32 employees supporting Corpus Christi Army Depot and the T-38C aircraft at five Air Force bases, two Navy bases, and an off-base repair facility. In this position, he manages \$10 million in assets and a \$2.6 million annual budget.

Col. Smith and his wife Harriet have a married daughter, Sandra Hudson. Both Harriet and Sandra are active CAP members and hold the grade of Lt. Colonel. 🇺🇸

## **Col. David Roberts Assumes Command of Oklahoma Wing**

by Lt. Col. David McCollum, CAP, Oklahoma Wing

TINKER AFB, Okla. – On the evening of July 22, 2017, Civil Air Patrol (CAP) Col. David L. Roberts assumed command of CAP's Oklahoma Wing in a change-of-command ceremony held at Tinker Air Force Base. Roberts replaces Col. Dale E. Newell, who had held the position for the previous 27 months. Newell now will serve on CAP's Board of Governors.

"It is an amazing honor to be selected to lead the nearly 800 volunteer members of the Oklahoma Wing," said Roberts. "They epitomize the 'Oklahoma Standard' in everything they do, and demonstrate our organization's core values of integrity, volunteer service, excellence and respect."

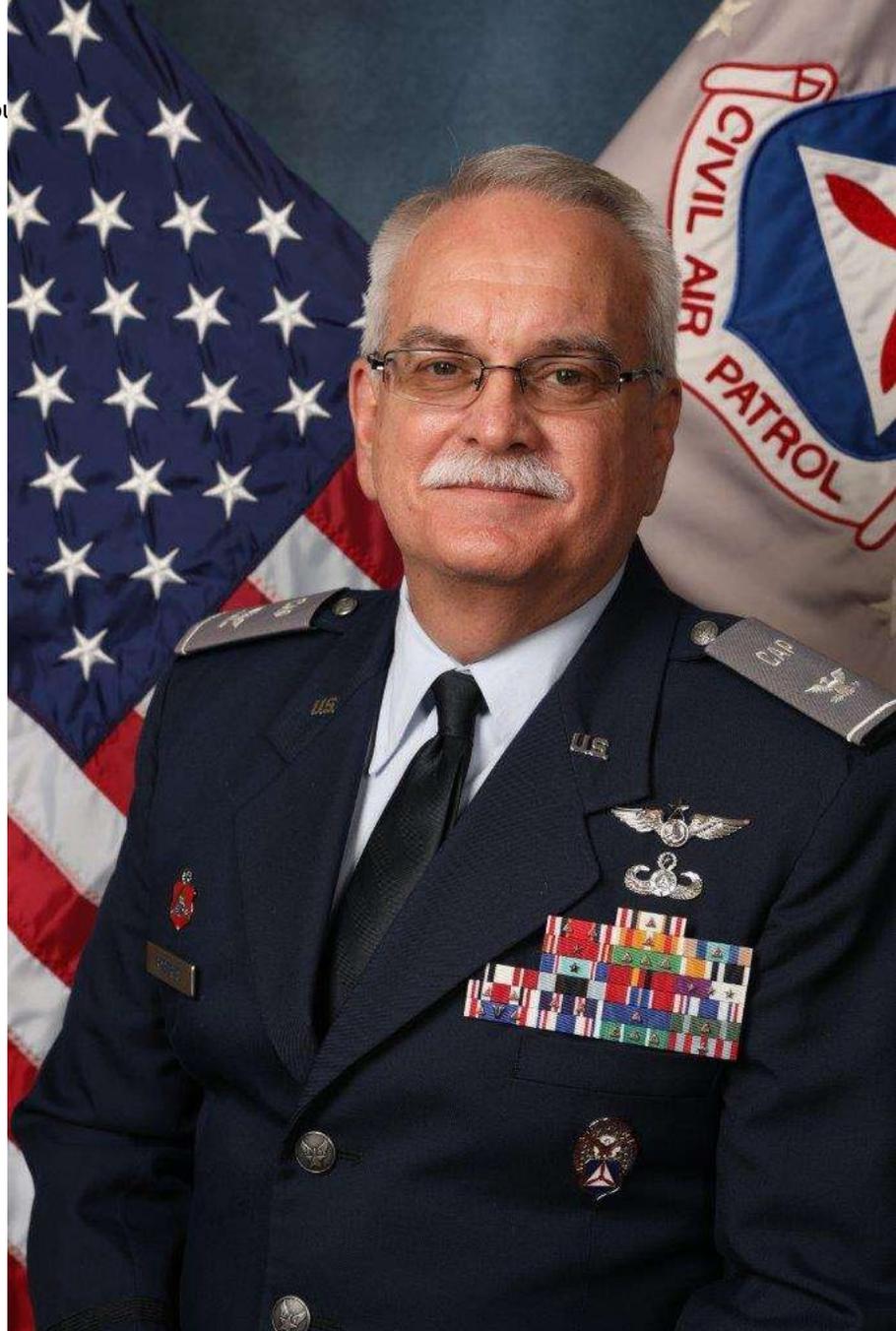
Prior to his current assignment, Roberts served as the Oklahoma Wing vice commander, director of emergency services, and director of personnel. Roberts came to Oklahoma Wing from the Missouri Wing in 2006, at which time he chartered the Grove Composite Squadron and served as its commander until 2012.

His CAP background includes service in various staff assignments in Missouri and Oklahoma at the unit, group and wing levels. He holds 27 emergency services qualifications and has served in search and rescue, counterdrug and homeland security missions. He holds a CAP Pilot aeronautical rating, as well as 12 master ratings and 5 senior ratings in various CAP specialty tracks.

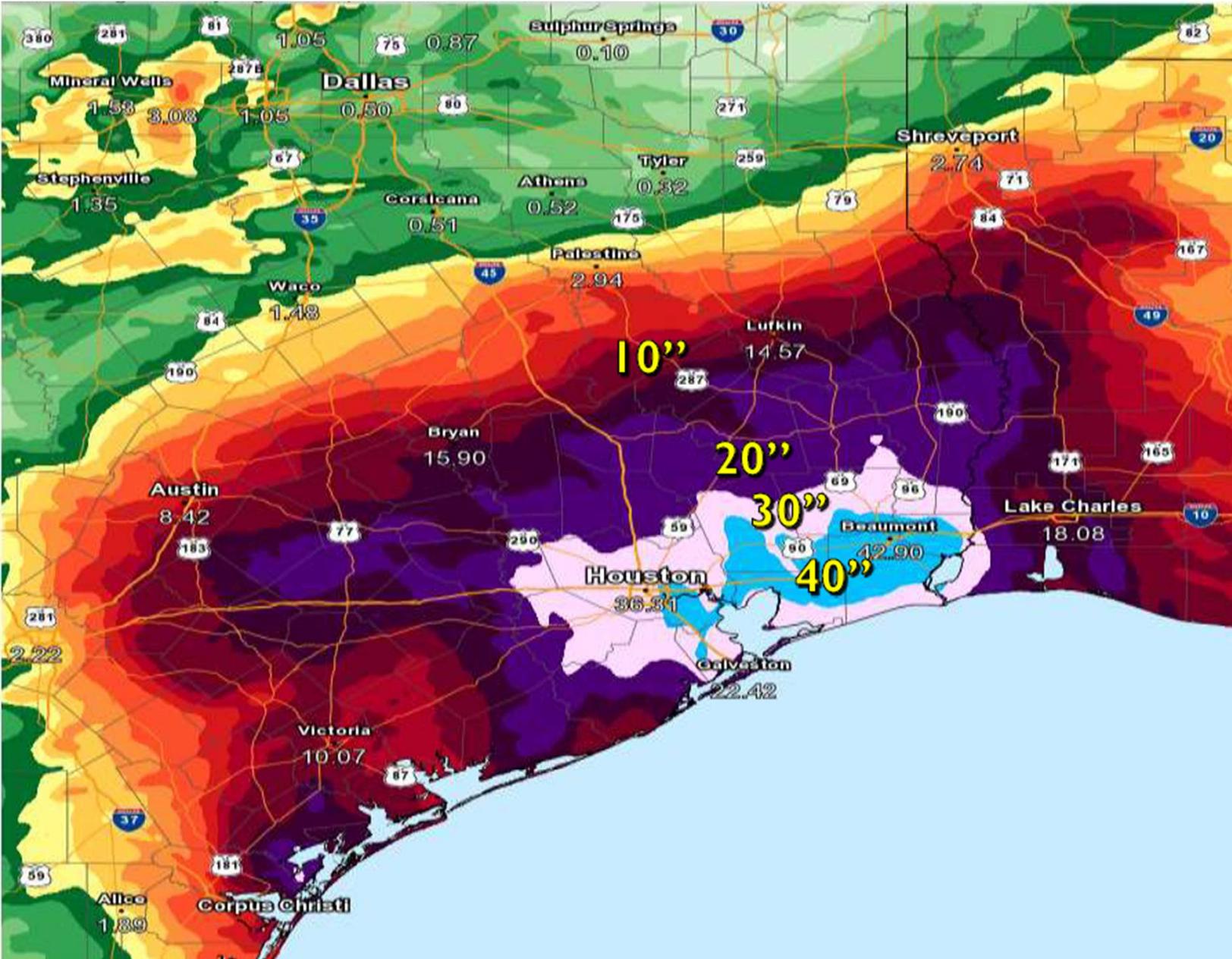
Roberts, who was born in California, has lived in Oklahoma for the past 50 years. A 1977 graduate of Grove High School, he attended Northeastern Oklahoma A&M College, Northeastern State University, and Andersonville Baptist Seminary. He holds an associate's degree in criminal justice, a bachelor's degree in history, a master's degree in theology, and a doctorate in theology.

Roberts finished his 36th year in public education and retired in May 2017. He is employed part-time by Grove Public Schools as the school district's safety director. He is an ordained deacon and licensed minister, and has served as Chairman of Deacons at First Baptist Church for more than 20 years.

Roberts and his wife Becky reside in Grove, Oklahoma. They have three adult children and one grandchild. 🇺🇸



**Note:** Photo of Col. David L. Roberts: CAP NHQ/PA



Top: Unofficial storm total rainfall over 7 days, ending on Aug. 31, 2017, showing record-breaking totals of 40 to over 50 inches of rain. (Source: National Weather Service, Regional Operations Center)

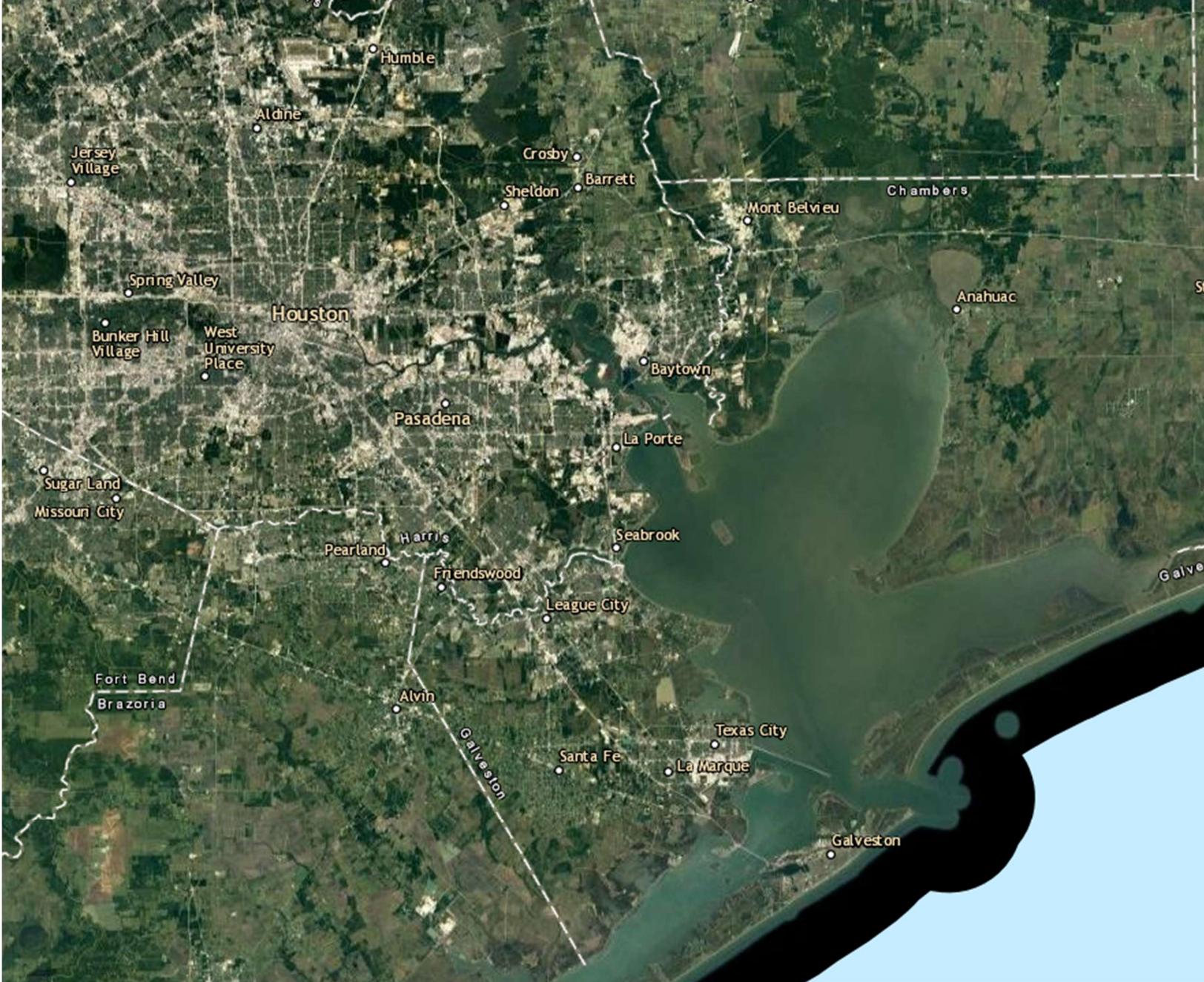
## Overall View of Hurricane Harvey

by Lt. Col. Stephen Robertson, CAP, SWR Director of Emergency Services

AUSTIN, Texas – Hurricanes exhibit capricious behavior, as they develop, grow in intensity, and meander along a path that can only be partially predicted. Hurricane Harvey did all this, from its birth on Aug. 14, 2017 until apparently dying down in the Caribbean Sea on Aug. 20, 2017. However, it was not done yet.

US Air Force reconnaissance aircraft followed the remnants of Harvey along its expected path and, on Aug. 23, aircrews once again identified a well-defined center. The eye developed on the following day, as it promptly grew into a Category 3 hurricane, soon measured as a Category 4.

Harvey was the first hurricane to hit Texas since 2008, when Hurricane Ike had marked the end of such storms for a 9-year pause. In turn, Ike had been the first since Hurricane Bret in 1999, the area having enjoyed yet another 9-year period of major-storm inactivity during that time.



**Above:** Area photo showing the effect of torrential rains on Houston and surrounding areas. (Source: Google View)

On Aug 26, 2017, the reinvigorated Harvey made landfall at maximum intensity at Rockport, Texas, blowing at 130 mph. This was its first incursion into the Texas coastline, causing considerable initial damage.

From Rockport, it moved back into the Gulf of Mexico, gathered additional energy, and later on the same day hit again, this time north of Holiday Beach as a Category 3, then slowed down to tropical storm strength, all the while dropping torrential rains and generating flash-floods as it slowly moved about.

On Aug. 28, 2017, it stalled near Matagorda, Texas, drifting first southeast, then northeast towards Houston, back to the southeast, and a third and final landfall near Cameron, La., blowing at 45 mph. During this period, it continued to feed off the Gulf of Mexico, ceaselessly dropping heavy downpours along the way, causing record flooding in most of the south coast of Texas.

As it moved away from Cameron, La., first to the north and then to the northeast, on Aug. 30, 2017, it weakened to a tropical depression over central Louisiana, its remnants moved on towards the northeast, and finally dissipated on Sept. 2, 2017.



**Above:** Post-Hurricane Harvey satellite view shows river conditions in the affected area; photo taken on Sept. 2, 2017, at 7:08 a.m. (Photo: National Weather Service, Regional Operations Center)

Although by Aug. 29, 2017, the rains had moved away from the Houston area, the effects of Harvey's downpour lingered, as the waters had yet to recede. Since the soaked ground was unable to absorb the record volume of precipitation, drainage was very slow, as it was hampered by a variety of factors.

Harvey's total rainfalls over the area ranged from 10 to 51 inches, overwhelming storm drains and local waterways, as well as causing much flooding and property damage. Hardest hit was the Houston-Beaumont corridor, that received 30 to 51 inches of rain. Houston's many refineries were affected, with several having to shut down because of the rise in water levels. This resulted in a fuel shortage for the area that panicked motorists and forced gas station closures because of the sudden spike in demand.

Throughout Texas, some 300,000 people were left without electricity, sustaining billions of dollars' worth of home damage. Approximately 13,000 people were rescued in Texas, and 30,000 were left homeless. The Texas Department of Public Safety reported that 185,000 homes were damaged and 9,000 destroyed.

Harvey resulted in 87 confirmed deaths, and it is estimated that it has caused over 70 billion dollars' worth of damage to property, businesses and infrastructure. This unofficial damage assessment would place Harvey as the third-costliest storm in the United States, with Texas and Louisiana having been the most stricken states.

Civil Air Patrol assets from 34 states converged over the affected zone, taking 375,973 high-resolution aerial photographs that were used to assemble up-to-date photo mosaics of the terrain in order to establish the extent of flooding and damage to area ground, buildings, roads and bridges.

On Sept. 2, 2017, the National Weather Service's Regional Operations Center reported:

- The Neches River at Beaumont apparently cresting over 7' above record flood levels,
- The Lower Brazos near Rosharon still on major flood into next week,
- The Buffalo Bayou (Houston) still in major/record flood into next week.

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- Three major flood zones: Victoria (expected to start receding today), plus Lower Brazos Colorado Valley and Southeast Texas (into next week).

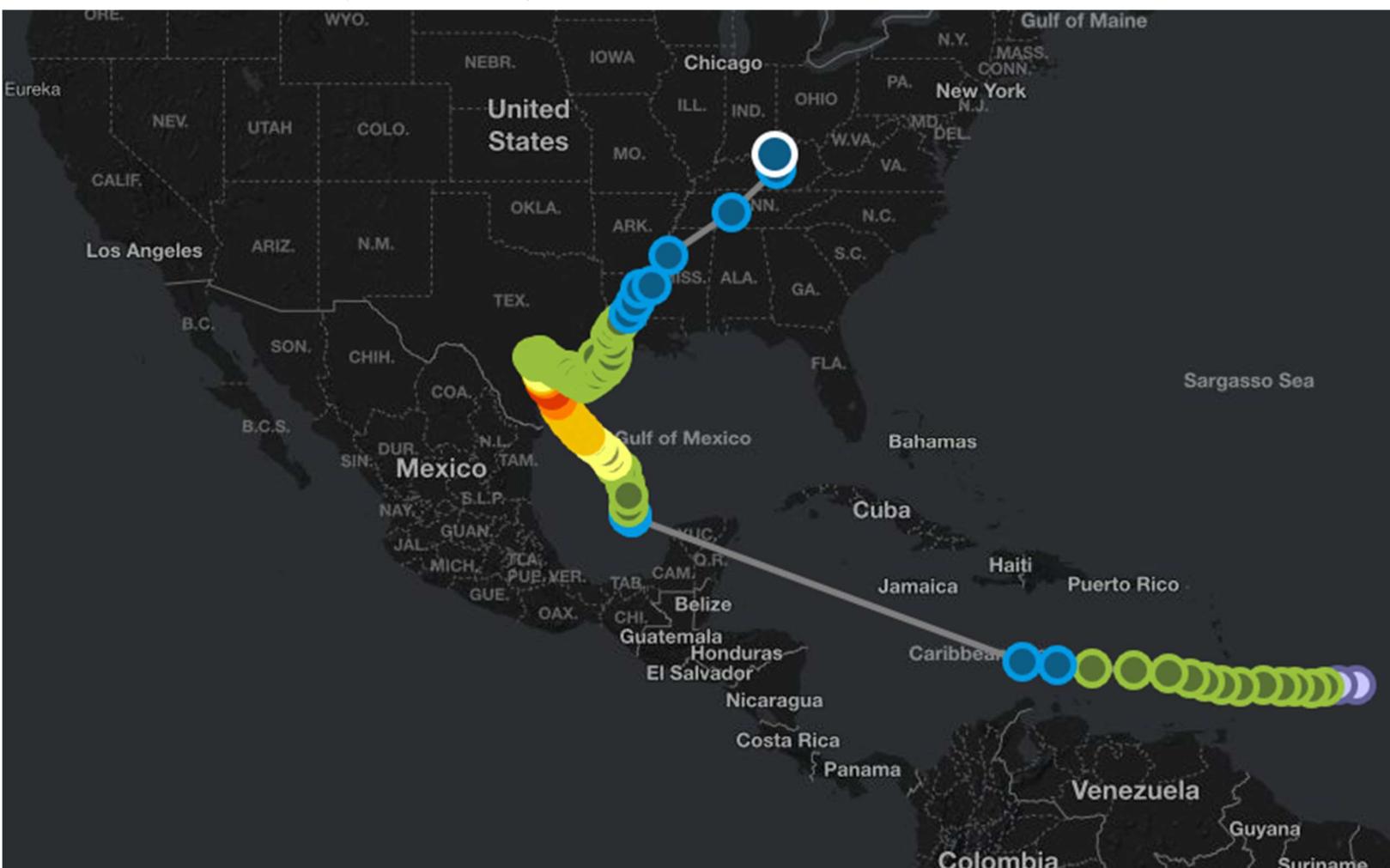
By Sept. 6, 2017, most waterways had begun receding and were expected to be out of major flood by the weekend of Sept. 9-10. By Sept. 8, 2017, only the Lower Neches, Sabine River, and Buffalo Bayou were at major flood level, and were expected to recede below that level after the weekend. The Buffalo Bayou's flood level has been slow in receding because of needed releases from Addicks and Barker, though water levels continued to recede.

As of Sept. 17, 2017, CAP had accomplished the following:

- 716 Air sorties had been flown,
- 1783 Flight hours had been logged,
- 375,973 High-resolution images had been collected, covering 38,501 sq. mi,
- 71 Aircraft had been involved on the mission with an average of 24 aircraft flying each day,
- 612 Personnel had been deployed, and
- 44 Wings/Regions had provided aircraft/personnel for the mission.

About two weeks before Hurricane Harvey struck Texas, the Southwest Region had conducted a multi-wing and multi-region exercise involving all the Wings of SWR and its partners in the Rocky Mountain Region. This was a project that Maj. Gen. Mark Smith had driven when he was the SWR Commander. It was somehow appropriate that he assumed command as Civil Air Patrol's National Commander in the middle of this massive CAP response. The practice, processes, and lessons learned in that exercise allowed SWR and Texas Wing to smoothly scale up, bring in resources from across CAP, and integrate those into two fixed-wing bases (San Marcos Municipal Airport and Ellington Joint Reserve Base) flying missions across a wide swath of Texas. This was an example of many Wings responding as one unified Civil Air Patrol, supporting Texas Wing and its local and federal partners. 🇺🇸

**Below:** Hurricane Harvey historical track Aug. 17 – Sept. 2, 2017. (Source: National Hurricane Center)



***A Hurricane Harvey Album***  
*Views of Affected Areas*



**Above:** Water from Addicks Reservoir flows into neighborhoods as floodwaters from Tropical Storm Harvey rise Tuesday, Aug. 29, 2017, in Houston. (AP Photo/David J. Phillip)

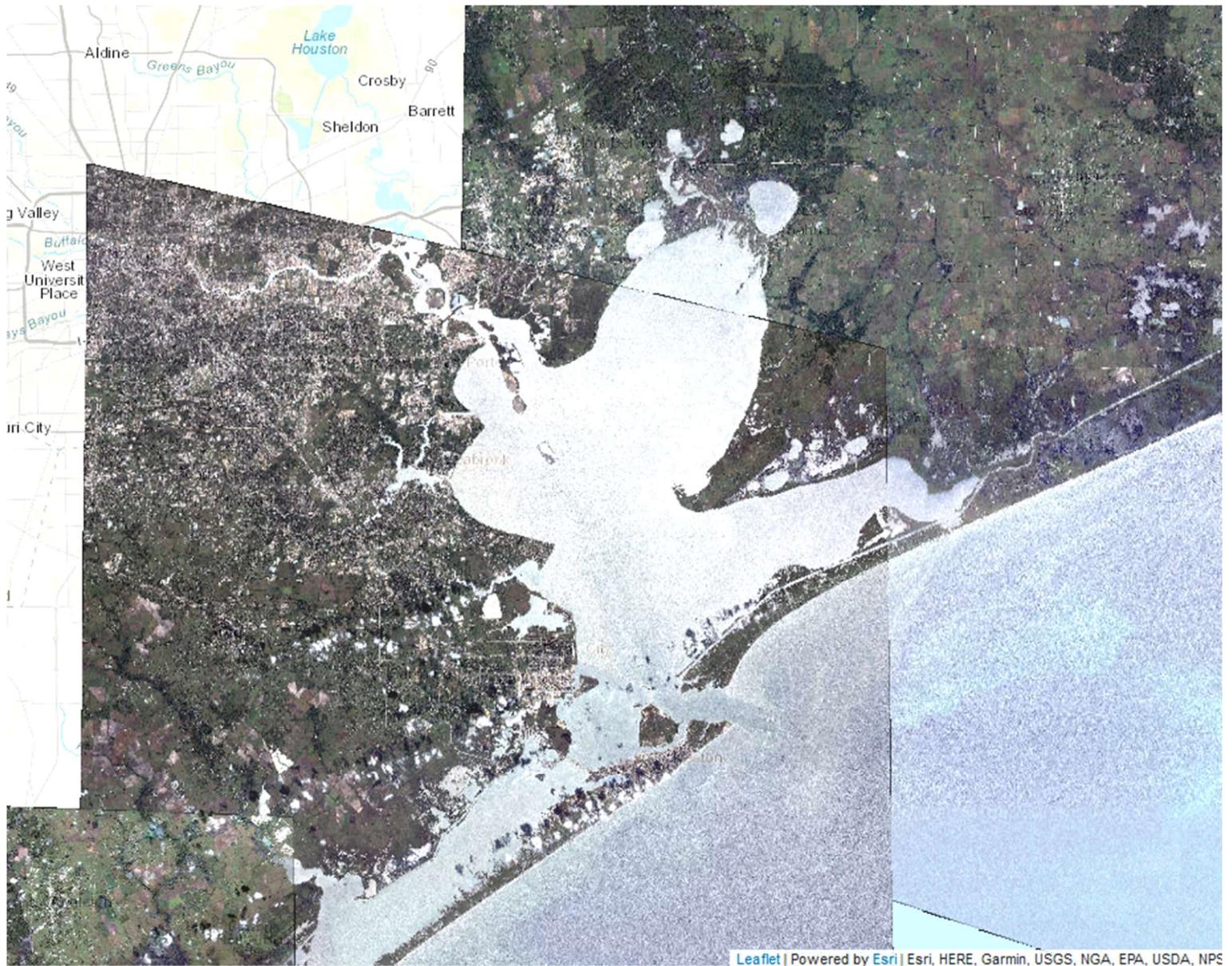
**Below:** On August 28, 2017, in Houston, people walk down a flooded street as they evacuate their homes after the area was inundated with rising water from Hurricane Harvey. This storm, that made landfall north of Corpus Christi late Friday evening, is expected to dump upwards to 40 inches of rain in Texas over the next couple of days. (Photo: Joe Raedle, Getty Images)





**Above:** On Monday, Aug. 28, 2017, rain continues to fall in Houston from Tropical Storm Harvey. Floodwaters reached the roof lines of single-story homes Monday, and people could be heard pleading for help from inside. (Photo: Karen Warren, Houston Chronicle via AP)

**Below:** Photo mosaic of Hurricane Harvey's rising-water damage to the Houston area. (University of Texas photo montage that used CAP's high-resolution images taken during Sept. 3, 2017)



Saturday



Tuesday



**Above:** Highway 105 at Sour Lake.

**Below:** Interstate 10 west-bound at Winnie Exit. *(These photos were submitted anonymously by CAP's downrange Federal law enforcement teams.)*



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**Below:** Interstate 10 and Highway 105 at Vidor. (Submitted anonymously by CAP's Federal law enforcement teams.)





**Above:** SH 327 in Silbee. (Photo submitted anonymously by CAP's Federal law enforcement teams.)



**Top:** Flooded homes on River Road along the Calcasieu River in lake Charles, La. (Photos: Maj. Marc Alderette, CAP)

### ***Louisiana Wing's Aerial Photography Teams Activated***

*by Lt. Col. Amos A. Plante, CAP, Public Information Officer, Louisiana Wing*

BATON ROUGE, La. – As Tropical Storm Harvey slowly departs Southwestern Louisiana on Sept. 1, 2017, air and ground resources of Civil Air Patrol's Louisiana Wing are being activated to support the Louisiana Governor's Office of Homeland Security and Emergency Preparedness (GOHSEP) and the Federal Emergency Management Agency (FEMA) in their recovery efforts in the flood-devastated Lake Charles area.

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Using Lake Charles Regional Airport as a staging area, Civil Air Patrol (CAP) aircraft from home bases around the state have been tasked by GOHSEP to fly four aerial photography sorties over the city itself and over surrounding storm-impacted areas. One plane and aircrew have been directed to identify and photograph damaged infrastructure and other targets of interest along the Calcasieu Ship Channel. They will also fly eastward along the Gulf Coast looking for, and photographing, possible damages resulting from tidal-storm surge.

The images obtained by the CAP aircrews will be quickly flown back to the Lake Charles staging area, processed, and delivered to GOHSEP. Information derived from these images will enable that agency's emergency managers to more quickly and accurately determine how to direct recovery resources and personnel.

In the wake of Tropical Storm Harvey, Louisiana Wing's support for GOHSEP is being directed by CAP's Incident Commander Lt. Col. Charles Smith, who is a resident of Monroe, La. He said, "CAP volunteers can produce near-real-time aerial views of storm damages at very low cost to our clients. We're doing that today for GOHSEP." 🇺🇸

**Below:** Overtopped salt-water barrier on the Calcasieu River in Lake Charles, La.





**Top:** Aerial view of Ellington Field as the Arizona Wing aircrew departed for a sortie, showing numerous CAP planes on the ramp. (Photo: 1st Lt. Aaron Feller, CAP)

## ***Arizona Wing Aircrew Joined Hurricane Harvey Mission***

*by Capt. Margot Myers, CAP, Arizona Wing*

PHOENIX – On Sept. 6, 2017, an aircrew of three CAP members who live in Arizona flew a CAP Cessna 182 to San Marcos Regional Airport, Texas, to support the aerial photography mission in areas devastated by Hurricane Harvey.

Mission Pilot Lt. Col. Christopher A. Erdos, a member of Louisiana Wing's Green Flag Squadron who also flies with Arizona Wing's William Rogers Memorial Senior Squadron 104 in Tucson, was joined by Mission Observer 2nd Lt. Bradley A. Curcio, a member of Willie Composite Squadron 304 in Mesa/Chandler, and Mission Scanner/Aerial Photographer 1st Lt. Aaron R. Feller, a member of Scottsdale Senior Squadron 314.

Erdos left Tucson International Airport at 6 a.m., arrived at Falcon Field in Mesa, Ariz., one hour later to pick up Curcio and Feller, and then left for Texas. After a refueling stop in El Paso, Texas, the crew arrived in San Marcos by mid-afternoon.

The Arizona Wing crew joined Civil Air Patrol aircrews from Arkansas, Colorado, Illinois, Indiana, Kansas, Kentucky, Louisiana, Michigan, Mississippi, New Mexico, Oklahoma, South

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Dakota and Wisconsin, who supported the Texas Wing, along with National Headquarters, according to Lt. Col. Stephen Robertson, the Texas Wing's representative at the Texas Emergency Operations Center.

The hurricane-battered area being photographed covered “roughly 255 miles of coastline from the Corpus Christi landfall impact zone to Beaumont and Port Arthur,” Robertson said. “Our collection area goes roughly 90 miles inland, covering approximately 23,000 square miles, including the city of Houston and eight major rivers.”

During four days in Texas, the Arizona crew flew four sorties for a total of more than 14 hours and took more than 5,000 high-resolution images. 🇺🇸

**Below:** Three Arizona-based members flew to San Marcos Regional Airport in Texas to support the CAP's aerial photography mission in areas devastated by Hurricane Harvey. (L-R) 1st Lt Aaron Feller, 2nd Lt Brad Curcio and Lt Col Chris Erdos. (Photo: Anonymous Ellington Field ramp worker)





**Top:** (L-R) Maj. James E. Saunders, Maj. Bill Vickers, 1st Lt. David Sweene, Maj. Izzy Perez, Maj. Bill Herold and 2nd Lt. Daniel Stevens (Photo: Lt. Col. James Wrobleski, CAP, Oklahoma Wing)

**Below:** At the Denton Staging Area, Mission Radio Operator Cadet Chief Master Sgt. Sean Mazza at work. (Photo: Lt. Col. Sandra Hudson, CAP, Southwest Region)

### ***Combined Multi-Region Communications and Flying Exercise***

*by Lt. Col. Arthur E. Woodgate, CAP, Area Public Information Officer, Southwest Region*

DENTON, Texas – On Aug. 19-20, 2017, Southwest Region (SWR), with Wings in Arizona, Arkansas, Louisiana, New Mexico, Oklahoma and Texas, augmented by Colorado and Utah Wings from Rocky Mountain Region (RMR) conducted a multi-wing, multi-region cross-border operations exercise in order to test cross-wing and cross-region operational readiness. Each participating Wing established an Incident Command Post (ICP), under the oversight of the SWR

Area Command Post (ACP) commanded by Lt. Col. Stephen Robertson and located at Denton Enterprise Airport in Denton, Texas. Flight operations took place on Aug. 19, 2017, devoting the following day to after-action and operational review.





**Above:** At the Area Command Post: (L-R, front row) Area Vice-Commander Col. Joe R. Smith, Situation Unit Member Lt. Col. Harriet Smith, and Situation Unit Leader Maj. Seth Hudson; (back row) Area Operations Section Chief Lt. Col. Rick Woolfolk, and Area Commander Lt. Col. Stephen Robertson. (Photo: Lt. Col. Sandra Hudson, CAP, Southwest Region)

Normally, CAP wing aircrews train within the confines of their own wing, are familiar with their own state's terrain features, and generally fly missions elsewhere only when a major emergency requires them to participate away from their state, such as was the case during the Gulf of Mexico oil spill. To improve aircrew and ground personnel overall skills, the current large-scale exercise was designed to familiarize CAP wings with the mechanics of functioning over unfamiliar terrain, far from home base, under the control of another wing's personnel, testing communications, training standards, and both cockpit and mission base leadership, while flying over varied topography that ranged from mountains, to deserts, to forests and waterways, spanning 1,500 miles east-to-west and three time-zones.

This exercise required participating wings to prepare and request air sorties for their adjacent wings to be flown in the requesting wing's area, solving coordinating, scheduling and communications issues with another wing's aircraft and aircrew assets to execute these sorties. SWR's Arizona and New Mexico Wings worked with RMR's Colorado and Utah Wings to fly missions in Colorado and Utah, while the RMR wings did the same for Arizona and New Mexico Wings, each one flying missions designed by the requesting wing, maintaining communications and reporting to the requesting wing. The remaining SWR wings worked with their neighboring SWR wings.

An early-identified challenge was communications, for which High Frequency-Automatic Link Establishment (HF-ALE) radios were tried for accomplishing all cross-wing and cross-region resource requests. For this purpose, each SWR Wing ICP was required to have one or more HF message centers set up, as well as message centers in RMR's Colorado, Idaho, and Utah Wings. The SWR ACP also had an HF message center. While RMR's Colorado and Utah Wings provided HF message centers, their Idaho and Montana Wings engaged with HF radio traffic. An HF station in the Pacific Coast Region also engaged with HF radio traffic.

However, since HF communications were marginally effective because of sun spots and intermittent performance, nearly all coordination was actually done through direct phone calls and SWR's WebEx open conference call line, that remained active during operations.

An additional communications challenge was positive radio control of CAP aircraft from the time they departed their home wing, transited into the neighboring wing to conduct their assigned tasks, and then returned to their home wing. This was accomplished by a combination of ground stations, ground-based repeaters, and airborne repeaters on High Bird CAP aircraft.

Arizona Wing also used CAPLink, an Internet-based communications system that allows persons without radio equipment to communicate by connecting the Arizona radio repeater system to the Internet. The only requirements for using this system are an Internet connection and a CAPLink ID.

Also used was the Domestic-operations Awareness and Assessment Response Tool (DAART), a cellular-based, live-streaming technology that allows aircraft to take aerial images and stream them in real-time to mission base, eliminating previously-encountered delays in getting critical information to emergency-response crews.

Public Affairs functioned under the oversight of a Joint Information Center, so as to provide a unified message, which was successful.

CAP Col. Cecil (Art) Scarbrough, incident commander for the Louisiana Wing ICP, said, "Our aircrews handled this exercise as if it had been the real thing. We were ready for it, and our members' performance shows it."

CAP Lt. Col. Rick Woolfolk, the ACP operations section chief, said, "We had great response from the wings, and excellent cooperation and understanding from all participants, who worked together to make this very large Region and Inter-Region exercise work. We learned much in a short time, and will learn a lot more as we go forward. This exercise is sure to expand horizons, and help wings understand the need to participate with other wings in combined exercises to improve overall training. We also found that there is some technology being tested where remote access enables efficient communications with aircrews via VoIP (Voice over Internet Protocol), and, in some instances, this has the potential to reduce or eliminate the use of a high bird."

CAP Lt. Col. Paul Spencer, the ACP communications unit leader, said, "During this event, an on-going minor geomagnetic storm made HF Radio communications spotty. To overcome this, SWR Area Command used WebEx to link all mission bases together and were able to maintain command and control over all resources across all six SWR wings and two operational RMR wings."

CAP Lt. Col. Stephen Robertson, SWR's area commander, said, "This exercise was the first of what will be an annual series of region and multi-region exercises conducted by the Southwest Region to ensure our wings are prepared for major incidents involving a multi-wing or multi-region response. This may well have been the largest exercise of this kind attempted in recent memory."

By the end of the exercise, 70 sorties had been flown. Some of the obstacles encountered involved software and equipment that could not be immediately corrected, but alternative methods were successfully used to accomplish the mission. This exercise will be repeated at a future date, with identical mission and perhaps more participating wings. 🍷

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**Right:** At the Area Command Post's Situation Room: (L-R) Planning Section Chief Lt. Col. Paul Spencer, Situation Unit Member Lt. Col. Harriet Smith, Area Commander Lt. Col. Stephen Robertson, Situation Unit Leader Maj. Seth Hudson, Area Vice-Commander Col. Joe R. Smith (far seat), and Operations Section Chief Lt. Col. Rick Woolfolk. (Photo: Lt. Col. Sandra Hudson, CAP, Southwest Region)

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**Right:** Cadet Airman Cody Balish on duty, marshalling aircraft at the flightline. (Photo: Courtesy of Ms. Argen Duncan, Kirtland Nucleus)



## **New Mexico Wing Successfully Completes Operational Evaluation**

by Lt. Col. David G. Finley, CAP, New Mexico Wing

ALBUQUERQUE, N.M. – On the weekend of Aug. 11-12, 2017, New Mexico Wing completed a statewide operations evaluation (OPSEVAL), demonstrating its capabilities to a U.S. Air Force evaluation team. Nearly 100 CAP members from 14 units around the state participated in the exercise, with its incident command post set up at New Mexico Wing Headquarters, Kirtland Air Force Base.

The Air Force evaluation team provided simulated scenarios that required the Wing's incident command team to prioritize among the scenarios, plan their responses, and dispatch CAP aircrews and a ground team to perform time-critical functions – including aerial and ground search and rescue, urgent transportation of medical materials, and extensive aerial photography.

CAP aircrews produced numerous aerial photographs of bridges, dams, domestic ports of entry, and national monuments and historic sites throughout the state. CAP members also succeeded in finding a simulated downed aircraft and a simulated lost hiker, based on clues provided by the Air Force team.

OPSEVALs, conducted every two years, are designed to ensure that each CAP wing is proficient in all required functions.

The Air Force evaluators added to the challenges by imposing additional difficulties. These included stipulating that cell phone service was unavailable to the command team, ordering a CAP aircraft to make a simulated emergency landing during a sortie, and forcing an evacuation of the mission base and the “death” of a key staff member.

“These evaluations are designed as a stress test, confronting our team with multiple situations that often compete for our available resources,” said Lt. Col. Jon Hitchcock, incident commander for the exercise. He added, “We are also under significant time pressure, making this a challenging operation.”

At the end of the exercise, the Air Force team announced that the Wing had received a rating of “successful” in demonstrating its capabilities. Three areas – Public Information Officer, Flight Line, and Aircrews – were rated “outstanding.”

“This was a statewide exercise, with members and aircraft from throughout the wing participating. I’m very proud of the dedication shown by those members, both seniors and cadets, who devoted significant time and effort to make this operation successful,” said New Mexico Wing Commander Col. Mike Lee.

“Their efforts included not just a long weekend for the evaluation, but also several months’ of preparation,” Lee concluded. 🇺🇸

**Right:** Star Road Dance Company members assist with the runway dedication. (Photo: S.M. Spencer Hamons)

**Below:** (L-R) 2nd Lt. Gary Bosick, FAA Administrator Michael P. Huerta, 2nd. Lt. Michael McCann, S.M. Spencer Hamons, and FAA Southwestern Region Deputy Administrator Michael O'Harra. (Photo: Courtesy of Mrs. Coryee Hamons)

## **New Mexico Wing Squadron Participates in Runway Dedication**

by S.M. Spencer Hamons, CAP, New Mexico Wing



TAOS, N.M. – On Aug. 25, 2017, members of the Taos Composite Squadron displayed the capabilities of the Civil Air Patrol (CAP) during the ribbon-cutting ceremony at the Taos Regional Airport. The long-awaited addition of the 8,600-foot long, crosswind runway – 13 South, 31 North – is almost 3,000 feet longer than the previous runway. This allows more missions to be flown out of Taos, in addition to providing capabilities for aeromedical evacuations from the area, as well as staging of wildfire-fighting aircraft.

Taos, one of the largest and highest valleys in the United States, is located in Northern New Mexico, on the southern boundary of the San Luis Valley. Surrounded by mountains topping 14,000 feet, the valley has significant winds, variable temperatures, and an average elevation of 7,664 feet, creating steep performance challenges for aircraft. Since it hosts a variety of tourist destinations, CAP's search and rescue (SAR) mission has become increasingly important.

One of those tourist destinations is the culturally-important Taos Pueblo, a UNESCO (United Nations Educational, Scientific and Cultural Organization) World Heritage Site and one of the oldest continuously inhabited communities in the United States. The previous single runway at the Taos Regional Airport not only challenged aircraft performance, but also required some air traffic to fly directly over this cultural heritage site. The City and County of Taos worked directly with tribal leadership at the Taos Pueblo to obtain FAA approval and funding of the runway as a way to help diminish overflights of the pueblo lands.

FAA Administrator Michael Huerta joined state and local leaders and the entire Taos community to dedicate the new runway. During the visit, Mr. Huerta and members of his staff spoke with local CAP members about the critical mission being served, and toured the squadron's Mobile Operations Center and G-1000-equipped Cessna 182 aircraft. Mr. Huerta reciprocated by giving local CAP members a tour of the FAA's Cessna 560XL.



An unanticipated but welcome aside from the dedication ceremony is a renewed interest by a variety of community organizations looking to expand their relationship with the Taos Composite Squadron. Consequently, over the next two months the squadron has scheduled several meetings with area SAR operations, local emergency preparedness outfits, and other organizations. 🇺🇸



**Top:** Winning Texas Wing aircrew members (L-R) Capt. Brian Relin, Capt. Mark Holub and Lt. Col. Don Gulliksen celebrate at the conclusion of the event. (All photos: Maj. Matthew Congrove, CAP)

**Below:** On the evening before the competition, Civil Air Patrol aircraft from six states sit on the ramp in San Marcos.

## ***Texas Wing Team Wins Southwest Region Aircrew Evaluation***

*by Maj. Matthew Congrove, CAP, Texas Wing*

SAN MARCOS, Texas – On Aug. 6, 2017, Civil Air Patrol members from all six Southwest Region wings – each one the best in Arizona, Arkansas, Louisiana, New Mexico, Oklahoma and Texas – spent the weekend in central Texas vying for the title of best aircrew. The evaluation, the first in many years for Southwest Region, saw crews performing CAP's standard search, emergency response, and disaster relief missions in a fast-paced setting.



## The Fly-By, Southwest Region, October, 2017

Lt. Col. Stephen Hundley, Southwest Region's standardization and evaluation officer, teamed up with his Texas Wing counterpart, Lt. Col. Shane Lipson, to design an event that would provide better training for crews and mission staff. "The idea is to create a realistic, competitive environment in which the pilots feel compelled to perform," said Hundley. "When you're flying real missions, there's always pressure. Reality intervenes, weather intervenes, timing intervenes."

Modeled closely after Texas Wing's aircrew competition, crews are evaluated in six different scenarios including: aircraft knowledge, aerial photography, locating an emergency beacon, and searching for a missing aircraft.

"We have a simulated airplane that flew a path, and Flight Service passed down that it's gone missing," said Lt. Col. Mike Duc, one of the event planners. "To add a little to the scenario, we tell [the aircrew] that they only have an hour because weather is coming in, so we put some time constraints on it." Local organizer Lt. Col. Ed Garland added that all events involved time limits, saying, "It gave everybody a sense of urgency, and made everybody act as a team to make it happen."

Fighting the tempo and summer heat was worth the invaluable training, according to the aircrews, including Louisiana Wing Commander Col. Thomas "Doc" Barnard. "I think this is probably the highest level of flight training that Civil Air Patrol is capable of," he said. "It's demanding."

In the end, it was the Texas Wing team from Dallas that took home first place. The aircrew members plan to take lessons learned from this event back to their home squadrons, helping to enhance the skillset of other volunteer airmen.

Incoming Southwest Region Commander Col. Joe R. Smith emphasized the need for the other crews to do the same, saying "Collectively, we expect the SWR aircrew community to be stronger because of events like this."

Overall, Smith viewed the event as a success. "I think it's an excellent example of our volunteers coming up with a creative, innovative way to better prepare ourselves for our various missions for America." 🇺🇸

**Below:** Aircrew and mission staff members from the Southwest Region Aircrew Evaluation pose on the flightline after a long day of operations.





**Top:** Cadets stand morning formation at the Oñate Complex. (All Photos: Capt. Dawn Weaver, CAP)

**Below:** Cadet noncommissioned officers participate in the leadership training course.

## ***New Mexico Wing Summer Encampment***

*by Capt. Dawn Weaver, CAP, New Mexico Wing*

SANTA FE, N.M. – During July 8-14, 2017, New Mexico Wing held its Summer Encampment, under the command of Maj. Maria-Lisa M. Dilda. To prepare for the cadets' arrival, her staff of senior members and cadets reported for duty on July 6. The encampment had been originally scheduled to be held at Kirtland Air Force Base's Coyote Canyon, but when that site became unavailable, the New Mexico Army National Guard, a long-time supporter of CAP cadet programs, offered the use of their Forward Operating Base (FOB) at the Guard's Oñate Complex, in Santa Fe.

This year, cadets and senior members from several states participated: the encampment Commandant of Cadets, Maj. Jim Predis, came from Texas Wing, as were Personnel/Admin Officer Capt. Tammy Predis, Tactical Officer Capt. Michael Alison, and the encampment Cadet Commander, Cadet Lt. Col. Andrew Allison.

The 2017 Encampment formed four basic cadet flights – Alpha, Bravo, Charlie and Delta – as well as one advanced cadet NCO flight: Cobra Flight. Each flight was assigned a senior member training officer. Staff was awake and



working by 6:00 a.m., and cadet students – mandated and scheduled for eight and a half hours of sleep – rose at 6:30 a.m.

The Cobra NCO Flight program coordinator, 2nd Lt. Taylor Cases, and the NCO Flight assistant program coordinator, Flight Officer Juana Fox, were responsible for planning and implementing the curriculum for the advanced cadet NCO flight. Typically, encampments are geared toward cadet basic students, in the grades of cadet airman to cadet senior airman. The Cobra flight was made up of cadet noncommissioned officers who had not yet been to an encampment, because the staff believed it inappropriate to include an advanced cadet NCO in a beginner's encampment.

The Cobra Flight was designed for cadets ranging in grade from cadet staff sergeant to cadet chief master sergeant, focusing on the principles of leadership, rather than followership. Also, cadets return year after year because they are challenged by the activities. Cadet NCOs already know the basics, and are not challenged by the standard curriculum provided for cadet basic students.

Cadet NCOs must be physically ready to accomplish CAP's missions. Since they traditionally lead the units in fitness training, they need to lead by example.

Cadet NCOs also need to be mentally ready, and totally focused on their professional duties, which requires them to effectively manage their stress. Mental readiness includes healthy attitudes toward school and home life. Cadet NCOs can show a commitment to mental readiness by promoting the wingman concept, and by reaching out for adult help when life seems to be spinning out of control.

The cadets were challenged by the encampment's regimented life, which included a carefully designed, age-appropriate training environment. (The military setting is one of the top reasons why young people join CAP.) The emphasis on military bearing, saluting and discipline was ratcheted up a few notches from what cadets were used to at their weekly squadron meetings.

The encampment is the main CAP cadet activity in which the cadets learn, grow, and begin to move from follower to leader. Encampment attendance correlates with cadet retention: cadets who attend encampment are more likely to renew their membership than those who do not.

The cadets' training emphasized not only leadership and character development, but also physical fitness and STEM (Science, Technology, Engineering and Mathematics) activities. In order for cadets to graduate from the encampment, they needed to complete 80% of the required encampment curriculum. 📌

**Below:** The 2017 New Mexico Wing Summer Encampment graduating class and staff.





**Top:** Arizona Wing Director of Aerospace Education Capt. Angelo Rossetti taught the members of the 2017 class of Leadership West how to make and launch a rocket, along with discussing the importance of STEM education. (Photo: Courtesy of Doug Tolf, Web and Graphics Coordinator, City of Buckeye, Ariz.)

**Below:** More than 60 exhibitors, including the Arizona Wing Aerospace Education team, filled the main hall at the Arizona SciTech Festival at the Mesa Arts Center. (Photo: Courtesy of Arizona SciTech)

## **Arizona Wing Spreads the Word About Aerospace Education**

*by Capt. Angelo Rossetti and Lt. Col. Peter Feltz, CAP, Arizona Wing*

MESA, Ariz. – On Aug. 31, 2017, the Arizona Wing Aerospace Education (AE) team participated in the Arizona SciTech STEM Festival at the Mesa Art Center. The full-day conference featured more than 60 exhibitors and 1,200 attendees.

The Arizona Wing team displayed several STEM Kits and about 30 teachers and attendees visited the table. A handout contained information about how to become a Civil Air Patrol's AE Member, along with illustrations of the items that are available for teaching.

More than 24 teachers signed up with interest in becoming an AEM. All of them received a follow-up phone call to urge them to join CAP and take advantage of STEM program resources and support.

On Sept. 14, 2017, the Arizona Wing AE team facilitated a team-building activity for the 2017 Leadership West class during its two-day kickoff retreat, held at the Peoria Sports Complex, spring-training home stadium for both the San Diego Padres and the Seattle Mariners.

The activity, based on STEM, consisted in constructing a compressed-air water-powered rocket. The 21 class members were divided into groups of three and were given all tools and materials needed to build a rocket. They were then given basic instructions on how to design and construct a rocket. The teams had 30 minutes to complete the task of building a rocket ready



for launch. Each group needed to work as a team to come up with its design, prepare the components, and fabricate the final product.

During the build phase, members were encouraged to share ideas and use their knowledge of STEM and any resources they had available, such as their smartphones or connections in other groups. At the 30-minute mark, it was “tools down,” and the class headed out to the launch pad that had been set up on the ball field near the Mariners dugout. One by one, the teams launched their rockets while their classmates cheered them on.

The rocket-launcher was set at a 30-degree angle, and the objective was to see whose rocket traveled the farthest from the launching point. Prizes of candy and donated promotional items were given to the top three teams for distance, and one rocket was selected for the best flight/landing designation.

Back in the clubhouse, during the recap session, the class discussed how this activity would be presented in an educational setting for their students. They looked at how it would allow a student to explore a change in design and its effect on the rockets’ flight, while tying in all aspects of STEM.

The AE Team explained the Civil Air Patrol’s three missions, and the class learned how someone could become involved in the CAP Program.

Leadership West is a program designed to engage, inform, and inspire proven leaders in business, nonprofits and government to leverage their time, talents and leadership capital to enhance the quality of life in the West Phoenix Metropolitan Area and in Arizona. Since its inception in 1993, Leadership West, a 501(c)3 organization, has provided broad-based community education and access from key decision-makers to leaders in virtually every aspect of the region. Their alumni are actively and effectively impacting the future of their community. Past alumni and current class members include educational leaders and school board members; mayors and council members; members of state government; small business owners and representatives of corporate giants; nonprofit directors; and active community members and leaders. 🇺🇸

**Note:** Lt. Col. Peter Feltz is the Arizona Wing deputy director of aerospace education. *(Editor)*

**Below:** The Leadership West class launched its compressed-air water-powered rockets on the Peoria (Ariz.) Sports Complex field where the Seattle Mariners hold spring training. Capt. Angelo Rossetti, CAP, stands at left. *(Photo: Courtesy of Doug Tolf, Web and Graphics Coordinator, City of Buckeye, Ariz.)*





**Left:** Los Alamos Composite Squadron Emergency Services Officer Maj. Mark Peters answers questions from Cub Scouts.

**Below:** Squadron Commander 1st Lt. Bill Wolfe (right) discusses his flying club's aircraft with the Scouts. (Photos: Maj. Dan Gabel, CAP)

### ***New Mexico Wing Cadets Host Cub Scout Pack***

*by Maj. Dan Gabel, CAP, New Mexico Wing*

LOS ALAMOS, N.M. – On Sept. 11, 2017, the cadets of the Los Alamos Composite Squadron hosted the Piñon School Cub Scout Pack 326 at the squadron's headquarters in the Los Alamos Airport. A total of 20 Cub Scouts, along with family members, learned about the programs available through Civil Air Patrol.

Squadron Emergency Services Officer Maj. Mark Peters showed YouTube videos about CAP, and answered many questions from the scouts. Squadron Commander 1st Lt. William L. Wolfe displayed his flying club's aircraft. Aerospace Education displays on rocketry, remote-controlled model aircraft and robotics were on exhibit, as well as a spaceship simulator.

"Pack 326 is composed of four dens and meets monthly at Piñon School in White Rock, N.M.," said cubmaster Aric Tibbetts. 🇺🇸





**Top:** Tanner Matheny posed in front of a CAP Cessna 182 when he was still a cadet at the Deer Valley Composite Squadron 302. (Photo: 1st Lt. Mike Matteson, CAP)

## ***Cadets Meet a Squadron Alumnus, Now a U.S. Navy Airborne Electronics Officer***

*by 1st Lt. Don Fry, CAP, Arizona Wing*

PHOENIX – On Sept. 9, 2017, cadets from the Deer Valley Composite Squadron 302 were invited to meet squadron alumnus U.S. Navy Lt. j.g. Tanner Matheny when he and his instructor arrived at Sky Harbor International Airport in Phoenix. Matheny, a former Squadron 302 cadet who entered the U.S. Merchant Marine Academy in 2011, is now an electronic warfare officer on the U.S. Navy's EA-18G Growler.

According to Boeing, the aircraft's manufacturer, "The EA-18G Growler is the most advanced airborne electronic attack platform and is the only one in production today. A variant of the combat-proven F/A-18F Super Hornet, the Growler provides tactical jamming and electronic protection to U.S. military forces and allies around the world."

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**Right:** U.S. Navy Lt. j.g. Tanner Matheny now serves as an electronic warfare officer on a U.S. Navy EA-18G Growler. (Photos this page: 2nd Lt. Amber O'Donnell, CAP)

**Below:** After their visit, Deer Valley cadets lined up for a group photo with former CAP cadet, now U.S. Navy Lt. j.g. Tanner Matheny and his instructor.

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Matheny is serving in the Navy's Electronic Attack Squadron 129 (VAQ-129), based at Naval Air Station Whidbey Island in Oak Harbor, Wash. According to the squadron's website, "VAQ-129 is the Navy's Fleet Replenishment Squadron for EA-18G Growlers. Serving both the Navy and the U.S. Air Force, the Vikings of VAQ-129 train freshly-pinned Naval Aviators and Naval Flight Officers as well as provide continuing education for Aviators and NFOs who have been to the fleet."

The former CAP cadet stayed in touch with Deer Valley Squadron members throughout his time at the Merchant Marine Academy and since joining the Navy, making presentations to the cadets during his school breaks and visits home.

"I had a great time meeting and talking with Civil Air Patrol cadets and, of course, seeing all my friends and family come out to see the Growler," Matheny wrote in a follow-up email. "I have always wanted to fly into Phoenix. On our way in, we flew over Pleasant Valley and Deer Valley airports. Both of those airports are where I began my civilian flying, and being able to fly over them in the Growler really was an emotional moment for me, seeing how flying has benefited me so much. My main talking point to the cadets was to do what makes you happy in life." 🍷





**Top:** NASA Astronaut Eric Boe (a retired USAF Col.) Ellington Cadets on conference protocol. (L-R) Cadet 2nd Lt. Joseph Revell, Cadet Chief Master Sgt. Bethany Fischer, Cadet 2nd Lt. Dylan German, Cadet Chief Master Sgt. Hannah Aasgaard, Cadet Chief Master Sgt. Zachary Aasgaard, Cadet Sr. Master Sgt. Johnpaul Stolle, and Cadet Airman 1st Class Hannah Van Cise

**Below:** Ellington Cadets learn about the Mission Control Team and manned spaceflight. (Photos: Maj. Kate Schoessler, CAP)

### ***Texas Wing Cadets Interact in Video Conference with Astronaut in the ISS***

*by Maj. Kate Schoessler, CAP, Texas Wing*

*HOUSTON – On Aug. 5, 2017, Ellington Composite Squadron cadets interacted directly with NASA Astronaut Jack Fischer via a private, two-way video conference with the International Space Station (ISS), held at the NASA Johnson Space Center (JSC) Mission Control room where ISS International Partners meet weekly to discuss ISS program issues and collaboration.*

*Fischer spent more than an hour of his personal time answering questions from CAP members, demonstrating microgravity, and giving a guided tour of the ISS. He positioned the camera so CAP members could view a sunrise from space, which for the ISS occurs every 90 minutes.*





**Above:** (L-R) Cadets Cadet Chief Master Sgt. Hannah Aasgaard, Cadet Chief Master Sgt. Zachary Aasgaard, Cadet 2nd Lt. Dylan German, Cadet Sr. Master Sgt. Johnpaul Stolle, Cadet 2nd Lt. Joseph Revell (Back), Cadet Nathaniel Kinonen (front), Cadet Chief Master Sgt. Bethany Fischer. (Photo: Maj. Kate Schoessler, CAP)

**Below:** Cadet Colby Jordan and Capt. Eric Jordan prepare for a rocket launch. (Photo: Maj. Daniel Schoessler, CAP)

Everyone expressed amazement at the daily life and needs for living in space. He showed where he sleeps, eats, uses the toilet and exercise equipment, conducts experiments.

Of interest were the airlock with space suits, and the Cupola module which contains several windows looking down at Earth. The view of the Earth passing by underneath the ISS caused much excitement.





**Above:** Cadet Airman 1st Class Hannah Van Cise prepares her rocket for launch (Photo: Capt Eric Jordan, CAP)

Fischer is a member of ISS Expedition 52, along with his crewmates NASA Astronauts Peggy Whitson and Randy Bresnik, European Astronaut Paolo Nespoli, and Russian Cosmonauts Fyodor Yurchikhin and Sergey Ryazansky. Fischer, Whitson, and Yurchikhin were scheduled to return to Earth on Sept. 2, 2017.

After the conference ended, senior members and cadets visited ISS Mission Control, learning from a few NASA flight directors the history and importance of the flight control team during every NASA manned mission. Today's flight control team members are men and women with a background in science and engineering who support the ISS around the clock.

The ISS is an extraordinary, one-of-a-kind research platform that supports scientific experiments from all over the world. It has been in space since Nov. 20, 1998, and has had astronauts continuously living onboard since Nov. 2, 2000, longer than some of the visiting cadets had been alive. The ISS program is currently expected to last until at least 2024.

For the next activity, the cadets went to JSC's model rocket launch pad, where they launched rockets they had been working on in pursuit of their model rocketry badge. Most rockets launched successfully, achieved altitude, returned to the ground, and were recovered in reusable condition; however, a small number experienced "rapid unscheduled disassembly" events during the ascent stage.

The visit was well received by the cadets, many of whom are now closer to earning their model rocketry badge. After an exciting and informative day, the cadets and senior members hope to participate in future events at JSC to further their education and interests in science, aerospace, and NASA career opportunities. 🇺🇸



**Top:** (L-R) Santa Fe Composite Squadron Public Affairs Officer Capt. John Graham and Cadet PAO Cadet Maj. Dakota Cisneros appear on *Issues and Answers* with host Diane Kinderwater. (Photo: Courtesy of KCHF-TV)

## ***New Mexico Wing's Santa Fe Composite Squadron Appears on Local TV***

*by Capt. C. John Graham, CAP, New Mexico Wing*

SANTA FE, N.M. – Public appearances by Civil Air Patrol often bring fortuitous results. During Legislative Day at the State Capitol in February 2017, Diane Kinderwater of KCHF-TV approached the CAP information table and struck up a conversation with Maj. Angie Slingluff and Cadet Maj. Dakota Cisneros of the Santa Fe Composite Squadron. Ms. Kinderwater turned out to be the host of the *Issues and Answers* show on KCHF, an Albuquerque-based local broadcast station, and she extended an invitation for Civil Air Patrol representatives to be interviewed. Capt. John Graham, the squadron's public affairs officer, and Cisneros, the cadet PAO, accepted. The taping for the half-hour program was held at KCHF's studio on July 27, 2017.

Kinderwater asked penetrating questions about CAP's cadet, aerospace education, and emergency services programs and inquired about Graham's and Cisneros' reasons for joining. Graham explained that the opportunity to fly again after a 30-year hiatus was appealing, but that he also wanted to engage in community service after retirement; CAP has fulfilled both wishes. Cisneros said that he values the training that has allowed him to develop leadership skills. He's now well prepared for a planned dual career in civilian law enforcement and the New Mexico National Guard.

Images of CAP activities rolled as the interview progressed. KCHF also featured CAP's 75th anniversary tribute video in the show. Cisneros said, "This is a great way to extend the hand of CAP to the youth, and we need to do more of it. Perhaps by working with smaller stations like this we can eventually be featured on a major network program."

This segment of *Issues and Answers* can be seen on KCHF on Oct. 23 at 6 p.m., Oct. 29 at 2 p.m., and Nov. 4 at 7:30 and 10:00 p.m. 📺



**Top:** Gen. Robin Rand, commander of the Air Force Global Strike Command, speaks at the Soaring Valor Welcome Dinner at The National WWII Museum located in New Orleans. (Photo: Courtesy of Tim Lundin, TDLphoto.com.)

## ***Civil Air Patrol Supported “Soaring Valor” Event***

*by 1st Lt Daniel Stoute, CAP, Louisiana Wing*

NEW ORLEANS – On July 26, 2017, members of Civil Air Patrol's Louisiana Wing participated in “Soaring Valor”, an event held at The National WWII Museum and sponsored by the Gary Sinise Foundation that brings World War II veterans from around the country and their escorts to New Orleans to visit the museum.

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**Right:** Louisiana Wing's Pontchartrain Cadet Squadron Color Guard, Cadet Tech Sgt. Derrick Bourgeois, Cadet Staff Sgt. Louis Charbonnet, Cadet Sr. Airman Madelyn Manceaux, and Cadet Sr. Airman Aiden Rome, presents the colors as the Victory Belles sing the National Anthem during Soaring Valor, an event held by the Gary Sinise Foundation at The National WWII Museum located in New Orleans. (Photos this page: courtesy of Tim Lundin, TDLphoto.com.)

**Below:** (L-R) 1st Lt. Daniel Stoute, Cadet Tech Sgt. Derrick Bourgeois, Cadet Staff Sgt. Louis Charbonnet, Louisiana Wing Commander Col. Thomas "Doc" Barnard, Mr. Gary Sinise, Cadet Sr. Airman Madelyn Manceaux, Cadet Sr. Airman Aiden Rome, Capt. Mike Giror, Lt. Col. Dennis Eschman, and Maj Mark Warmier.



## The Fly-By,

**Right:** During Soaring Valor, Louisiana Wing members welcome WWII Veterans to the National WWII Museum located in New Orleans. (Photo: 1st Lt. Daniel Stoute, CAP)

**Below:** 1st Lt. Daniel Stoute (left) and WWII veteran U.S. Navy Chief Petty Officer Charlie Jenkins during Soaring Valor at The National WWII Museum. (Photo: Courtesy of Ms. Nichole McInerney)

At the dinner banquet held in the museum, Cadets Tech Sgt. Derrick Bourgeois, Staff Sgt. Louis Charbonnet, Sr. Airman Madelyn Manceaux, and Sr. Airman Aiden Rome from the Pontchartrain Cadet Squadron presented the colors during a singing of the National Anthem by the Victory Belles. Shortly afterwards, Mr. Gary Sinise introduced guest speaker Gen. Robin Rand, commander of the Air Force Global Strike Command, which is headquartered at Barksdale Air Force Base, La.

On the following morning, other Civil Air Patrol members from across the state gathered at the museum to welcome World War II



veterans and their families.

“Soaring Valor” is a one-of-a-kind experience for the veterans, providing not only a guided tour of the museum, but also top entertainment, celebratory meals, and an opportunity to commune with fellow veterans.

Among the veterans present were Corporal Richard Davis, Montford Point Marines, and U.S. Navy Chief Petty Officer Charlie Jenkins. 🇺🇸



**Top:** A Civil Air Patrol Cessna 182 on display at the Squadron's Open House. (Photos: Capt. Pete Scherf, CAP)

**Below:** A Civil Air Patrol sailplane on display at the Route 66 Composite Squadron Open House.

## ***New Mexico Wing Hosts Open House***

*by Lt. Col. John P. Grassham, CAP, New Mexico Wing*

MORIARTY, N.M. – On Sept. 16, 2017, the Route 66 Composite Squadron hosted an Open House at Moriarty Airport. Displays included the squadron's hangar and operations center, a CAP Cessna 182 aircraft, a CAP Let Super Blank L-33 sailplane, and the squadron's hot-air balloon. The sailplane, which was towed from Socorro, allowed the squadron to showcase Civil Air Patrol's soaring program to the Moriarty soaring community.

Although high winds prevented inflating the hot-air balloon, it did allow the squadron to present lighter-than-air aviation to attendees.

The Open House made it possible to focus local attention on CAP, and resulted in important learning points for future squadron Open Houses. 🇺🇸





n, October, 2017

**Left:** Capt. Klara Olcott and Cadet Chief Master Sgt. Troy Zaro took on the challenges of Hawk Mountain Ranger School. (Photo: 1st Lt. Joy Olcott, CAP)

## **Two Arizona Wing Members Attend Hawk Mountain Ranger School**

by Capt. Margot Myers, CAP, Arizona Wing

PHOENIX – On July 7-15, 2017, Capt. Klara Olcott and Cadet Chief Master Sgt. Troy Zaro tackled “the Mountain” during Hawk Mountain Ranger School (HMRS), a Civil Air Patrol (CAP) National Cadet Special Activity. A nine-day course conducted in Kempton, Penn., along the Appalachian Trail, HMRS is the longest-running search and rescue (SAR) school in the country. For more than 60 years, HMRS has provided SAR and hands-on survival skills training for CAP cadets and senior members.

HMRS Commander Lt. Col. Brian J. Cuce said, “The training that you receive

at HMRS is different from that of any other school in CAP. While at most schools the majority of training takes place in classrooms, here you learn 100 percent of your skills through hands-on training in the field, exercising your abilities in the same conditions as a real mission. In the final phase of the school, you participate in a multi-day field training exercise, testing all your acquired skills along with your endurance.”

Zaro, a member of the Paradise Valley Cadet Squadron 310 in Scottsdale, Ariz., attended HMRS for the first time this summer. “It was a physically and mentally taxing course,” Zaro said. “I achieved Ranger Second Class, and that made all the work worth it.”

According to the HMRS website, those who receive the Ranger Second Class grade are qualified to perform basic map work, and are proficient in woodland operations skills and basic field first aid as a Ground Team Member 2. CAP members who complete this level are relied upon to sustain up to three days in the field and can physically endure isolated and challenging search environments for this duration without resupply. They form the core body of the Ranger Team.

Olcott, a member of the 388th Composite Squadron, Glendale, Ariz., attended HMRS for the sixth time (her first as a senior member). She achieved the grade of Expert Ranger, Belt #269. Those holding these credentials are expected to become instructors for others seeking to acquire SAR skills.

The Expert Ranger is the pinnacle of the CAP Ranger Program, and is proof of expertise in wilderness search and rescue and survival, according to the HMRS website. Expert Rangers, who are awarded the Black Keystone and Belt, are CAP Ground Branch Directors with the ability to coordinate multiple Ranger Teams in the field for extended, challenging search environments beyond the capabilities of a standard Ground Branch Director.

“Our goal is to build leaders for Civil Air Patrol Emergency Services that are experts in wilderness search and rescue and disaster response, operating in challenging, protracted, and austere search environments, and leading the way in advancing CAP ground search and rescue capabilities,” Lt. Col. Cuce said. 📷



**Left:** Lt. Col. Glenn Pettiet  
(Photo: Capt. Jim Peck, CAP,  
Louisiana Wing)

**Below:** (L-R) Wing Commander  
Col. Thomas "Doc" Barnard, S.M.  
Keith Cowell, Capt. Fred Sikes,  
and Lt. Col. Glenn Pettiet, the  
latter accepting command of the  
squadron. (Photo: S.M. Kelsey  
Hoogendoorn, CAP, Louisiana  
Wing)

## **Louisiana Wing Senior Squadron Gets New Commander**

by Capt. Jim Peck, CAP,  
Louisiana Wing

SHREVEPORT,  
La. – On Sept. 5,

2017, at a change of command ceremony held at Shreveport Downtown Airport, Lt. Col. Glenn Pettiet assumed command of the Shreveport Senior Squadron of Louisiana Wing, Civil Air Patrol.

In his remarks, Pettiet said, "Exceptional airmen, prolific educators, and dedicated mentors describe the men and women of the Shreveport Senior Squadron. It is my honor to lead this unit as we strive to become the model squadron in the Louisiana Wing." He also thanked outgoing Squadron Commander Capt. Fred Sikes for his capable leadership and dedication.

Since ancient times, military units throughout the world have conducted ceremonies to commemorate victory, honor comrades in arms, and celebrate special occasions. The change of command ceremony is a time-honored event designed to mark the moment when the responsibility of command is passed from one commander to another.

Louisiana Wing Commander Col. Thomas "Doc" Barnard, who is himself a former commander of the Shreveport Senior Squadron, said, "In the days of yore, change of command was

determined by the size of the stone, the swiftness of the knife, or the power of the club. It was Frederick the Great who pioneered the formal ceremony of Change of Command, thus precluding the loss of 50% of his officers. During Change of Command, the ceremony is simple, solemn, and represents future leadership." 🇺🇸





**Top:** (L-R) Cadet Executive Officer Cadet Maj. Jacob Little, Cadet Commander Cadet Lt. Col. Katherine Hamiel, and Deputy Cadet Commander Cadet Capt. Daniel Harmon led the cadet cadre for the 2017 Arizona Wing summer encampment. *(Photo: Cadet Chief Master Sgt. Joshua Kahn, CAP)*

## ***Summer Encampment Gets Arizona Wing Cadets Started Right***

*by Capt. Margot Myers, CAP, Arizona Wing*

SIERRA VISTA, Ariz. – On July 1, 2017, 117 Civil Air Patrol cadets passed in review as their final activity before graduating from the 2017 Arizona Wing Summer Encampment. The graduation ceremony took place at the Barnes Field House, located at Fort Huachuca in Sierra Vista.

Members of the cadet cadre had arrived on June 21 to prepare for the arrival of encampment participants on June 24. Cadet Lt. Col. Katherine Hamiel, Mohave Valley Composite Squadron 231, served as commander of the cadet cadre; Cadet Capt. Daniel Harmon, Prescott Composite Squadron 206, was the deputy commander; and Cadet Maj. Jacob Little, Deer Valley Composite Squadron 302, served as the executive officer.

Maj. Jerad Hoff, Arizona Wing's director of cadet programs and commander of the aerospace education support group, describes the encampment as more than just an academic and physical exercise. The cadets "learn to work as a team and, through these activities, develop a sense of camaraderie and belonging, as well as trust," Hoff said. "They develop bonds that cannot be as easily established elsewhere. Cadets learn discipline, which is designed to strengthen each individual as well as each team. They learn self-discipline (getting done what needs to be done on time), group discipline (teamwork), and imposed discipline (following orders and regulations)."

**Left:** Learning to rappel was one of the physical challenges for cadets attending the Arizona Wing's summer encampment at Fort Huachuca, Ariz. (Photo: Technical Flight Officer Nathan Trujillo, CAP)

**Below:** Leaders of the six flights carry their banners onto the parade ground at Barnes Field House for encampment graduation. (Photo: Cadet Chief Master Sgt. Carter Schmitt, CAP)

During encampment, cadets experienced a variety of activities including STEM classes, physical training, orientation flights, a trip to the firearms range, a drug demand reduction lecture, and obstacle and obedience courses.

Hamiel, the cadet commander, said, "There were several times when things did not go as planned, but the cadre was very quick to adapt and overcome. I learned that no matter how prepared you think you are, there will always be something out of your control that will come up, and you just need to think creatively and quickly to make sure that things run smoothly."

She added, "Encampment may sound intimidating at first, and a lot of cadets come in with their own ideas of what goes on at encampment, but they soon see that it is more fun and rewarding than they anticipated. Every cadet that attends encampment can expect to walk away with pride, newly-found knowledge, friendships, and memories that they will look upon forever."

Fort Huachuca is home to the U.S. Army Intelligence Center and the U.S. Army Network Enterprise Technology Command / 9th Army Signal Command. It is located in southeastern Arizona, about 15 miles north of the Mexican border. Originally established as Camp Huachuca in 1877, Fort Huachuca was annexed in 1971 by the city of Sierra Vista and was declared a national landmark in 1976. Libby Army Airfield is located on post and shares the runway with Sierra Vista Municipal Airport, home to Arizona Wing's Cochise Composite Squadron.

On the day of their commencement, the cadets were up by 5:45 a.m., marching to the parade field to practice for graduation ceremonies later on that day. Capt. Joanna Moseley, the encampment's commandant of cadets, watched them from her quarters and noticed that they were

singing "The Ants Go Marching One by One" as they made their way to the parade field.

"I am very proud of these young people," Hoff said. "They showed a true dedication and focus, training to be the future leaders of our nation's communities, businesses and military." 🇺🇸



**Right:** A member of the Lobo Fire Department (right) briefs squadron members on the proper use of fire extinguishers. (Photos: 2nd Lt. Michael R. Saul, CAP)

**Below:** Cadet Tech. Sgt. Tyler J. Tourtel extinguishes a controlled fire set by the Department.

## ***New Mexico Squadron Members Learn Fire Safety***

*by 2nd Lt. Michael R. Saul, CAP, New Mexico Wing*

ALBUQUERQUE, N.M. – On Sept. 8, 2017, Albuquerque Heights “Spirit” Composite Squadron Commander Capt. Mary A. Fox, Deputy Commander Lt. Col. Michael E. Eckert, and Safety Officer Capt. Karen M. Barela made it possible for the squadron cadets and senior members to train with fire extinguishers. Every member – and even a few visitors – got to learn how to use a fire extinguisher.



Volunteers from the Lobo Fire Department took a metal trashcan lid, some oil, and some matches to start a Class B (flammable liquid) fire for the cadets, senior members and visitors to extinguish.

Although the Airman Battle Uniform (ABUs) would have been the preferred uniform for this kind of training, several cadets were scheduled to promote that evening, so the uniform of the day was the Class B blue service uniform. The winds blew and the cadets, senior members and visitors got dirty and smelled like smoke, but on the positive side, everyone got to use the fire extinguishers and learn their purpose. 🇺🇸

**Right:** Newly-promoted Lt. Col. Maria-Lisa M. Dilda receives her epaulets from her husband Gary. (Photos: Lt. Col. Brad Jones, CAP)

**Below:** Lt. Col. Dilda administers the Oath of Promotion to Cadet Maj. Dakota Cisneros.

## **New Mexico Wing Squadron Hosts Promotions**

*by Cadet Maj. Dakota Cisneros, CAP,  
New Mexico Wing*

SANTA FE, N.M. – On Aug. 17, 2017, in a ceremony at the New Mexico National Guard Readiness Center, the Santa Fe Composite Squadron promoted Maria-Lisa M. Dilda to lieutenant colonel, and Dakota Cisneros to cadet major. New Mexico Wing Commander Col. Mike Lee, and Northern Inspector General Team Chief and former New Mexico Wing Commander Col. Dennis Manzanares attended as special guests.

The grade of lieutenant colonel is the highest level of a Civil Air Patrol senior member's career development for those performing duties as squadron or group commanders, or as staff officers at any level. As such, only the most dedicated senior members ever achieve this grade.

Dilda said, "Although CAP is a voluntary organization, rank is not a gift – it must be earned." She added, "It takes hard work and a sincere commitment to the missions and vision of Civil Air Patrol, and as the fourth cog in the Air Force's Total Force, earning your rank is built upon the same criteria and basic core values as those of the Air Force." She currently serves as the squadron's deputy commander for seniors and character development officer.

The grade of cadet major is the fourth cadet officer grade of the Civil Air Patrol Cadet Program. Most cadets who achieve this grade serve as cadet executive officer or cadet deputy commander at a wing-level encampment, or as cadet commander at the squadron level. Only two percent of CAP cadets are promoted to cadet major. Including Cisneros, there are currently only three in New Mexico Wing.



Normally, achieving this cadet grade requires taking advantage of the many opportunities that CAP offers for member learning and growth within the organization. Cisneros currently serves as the squadron's cadet executive officer and recruiting and retention officer. 🇺🇸



Top: The Cessna 172 in which the ELT was located. (Photo: S.M. Grace Beane, CAP)

## ***Louisiana Wing Team Finds and Deactivates Emergency Locator Transmitter***

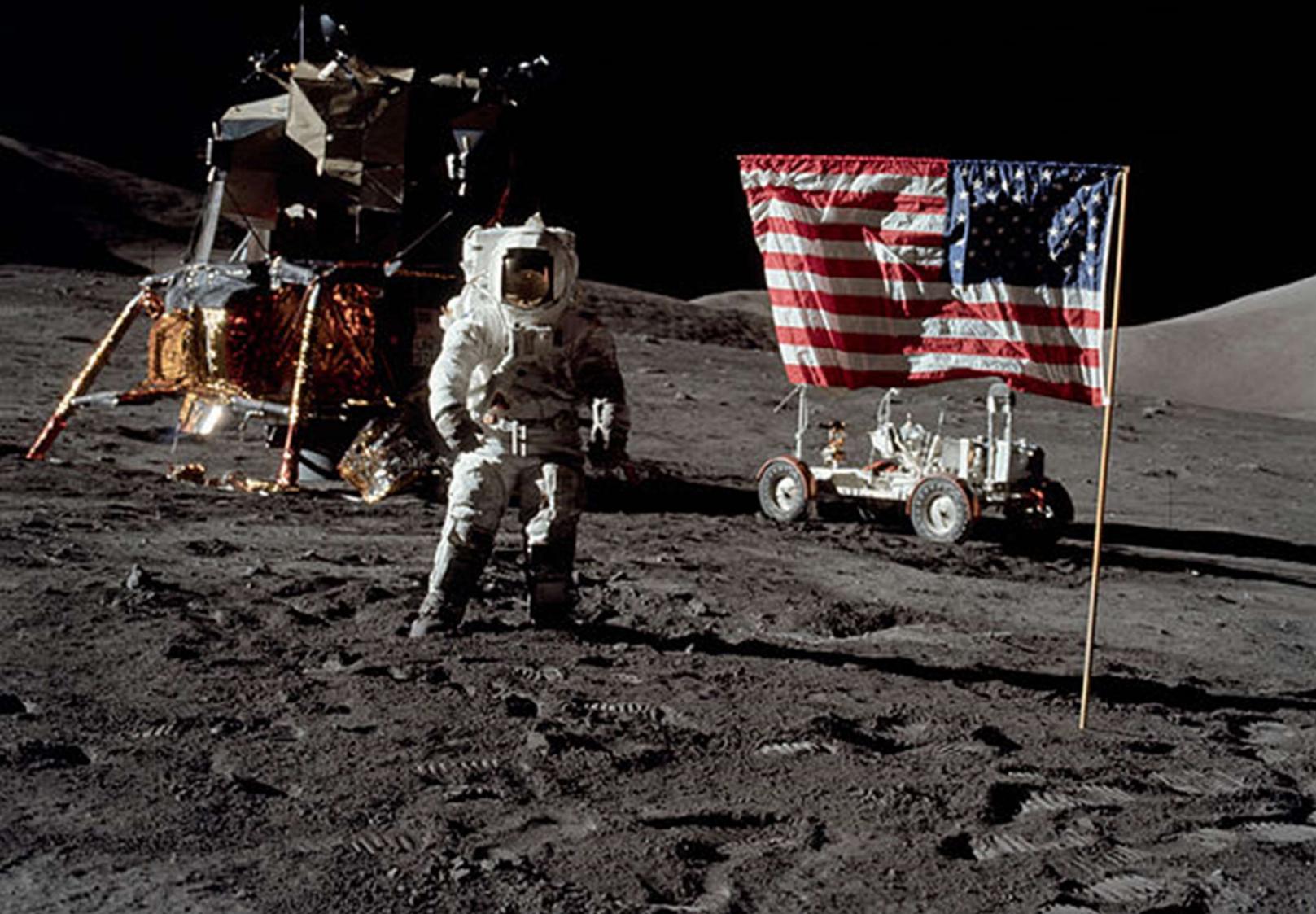
*by Senior Member Grace Beane, CAP, Louisiana Wing*

NEW ORLEANS – On August 22, 2017, members of the Civil Air Patrol (CAP) Pontchartrain Cadet Squadron and Billy Mitchell Composite Squadron were activated to search for, locate, and deactivate an Emergency Locator Transmitter (ELT) that was emitting a signal from the New Orleans Lakefront Airport Area.

Using an electronic direction finder, the team set out in the Civil Air Patrol van to determine the signal's approximate location. The signal, which consists of repetitive beeping, was determined to be coming from one of the aircraft hangars to the east of the main terminal. The team proceeded on foot to examine all aircraft in the hangar, the ELT was discovered, the owner of the aircraft was contacted, and the ELT was deactivated.

The ELT is designed so that, in the event of an accident or mishap, it will emit a signal which can be picked up by satellite or nearby aircraft and the appropriate authorities will be alerted to deploy assistance. This time, as is often the case, there was no accident. However, it is important that an activated ELT be located and deactivated as soon as possible, thus keeping it from interfering with an actual emergency. Therefore, in every search, time is always of the essence.

The Ground Team was composed of Maj. Dennis Eschmann, Chaplain (Capt.) Larry Beane, 1st Lt. Daniel Stoute, S. M. Grace Beane, and Cadet Sr. Airman Leonidas Beane. 🇺🇸



**Top:** Astronaut Harrison "Jack" Schmitt stands in the Taurus-Littrow valley of the Moon, in front of the Apollo 17 Lunar Module Challenger and the Lunar rover, with the American flag in the foreground, December 1972. *(Photo: Courtesy of NASA)*

## ***New Mexico Wing Conference to Feature Moonwalking Astronaut and a Powerful Explosion***

*by Lt. Col. David G. Finley, CAP, New Mexico Wing*

SOCORRO, N.M. – New Mexico Wing's annual Wing Conference, set for Oct. 27-29, 2017, will feature a powerful explosive demonstration and a keynote speaker who has walked on the moon.

## The Fly-By, Southwest Region, October, 2017

On Saturday, Oct. 28, 2017, attendees will be able to watch an explosive demonstration by New Mexico Tech's Energetic Materials Research and Testing Center (EMRTC), which has trained thousands of first responders on explosives and antiterrorism techniques, and routinely does explosive testing at its facilities in Socorro.

Viewers of television's *Mythbusters* series saw several dramatic examples of EMRTC's capabilities, and EMRTC's experts regularly appear on network news shows to explain details about explosions, and how they are used in terrorist attacks. The demonstration for the Wing Conference will provide attendees an opportunity to see and safely experience first-hand a powerful explosion.

The keynote speaker for Saturday's conference banquet will be Apollo 17 astronaut and former U.S. Senator Harrison "Jack" Schmitt, who landed on the Moon with mission commander Gene Cernan in Dec. 11, 1972, during the final Apollo mission. A Ph.D. geologist, Schmitt was the only scientist to visit the Moon, and used his scientific expertise to train other astronauts to do geological field work there and to maximize the trip's scientific value.

For the New Mexico Conference details, please visit <http://www.nmcap.us/content/article/16-wing-events/75-wing-conference/html>. 📄

**Below:** An explosion at the Energetic Materials Research and Testing Center, west of Socorro, N.M. (Photo: Courtesy of New Mexico Tech)



## **Former New Mexico Wing Cadet Now Serves in the U.S. Air Force**

*by 1st Lt. Michelle Newton, CAP, New Mexico Wing*

ALBUQUERQUE, N.M. – On Sept. 22, 2017, former CAP Cadet Squadron member Tony Hillerman – now USAF Airman First Class Nicholas Latourelle – stopped by the squadron on an unscheduled appearance. During his visit, he addressed the cadets, and answered their questions about USAF boot camp, telling them how CAP helped him get ready for the military.

After graduating from the United States Air Force Basic Training Camp at Lackland AFB, in San Antonio on May 19, 2017, with the grade of airman first class (because his Civil Air Patrol Mitchell Award entitled him to advanced placement), he graduated from his Air Force specialty on Sept. 5, 2017, earning his Badge and Beret. He will be stationed in Hawaii for the next three years.

Latourelle was one of the squadron's original cadets when the unit was first formed in 2012. After graduating from CAP Basic Encampment, he progressed through the cadet grades as quickly as regulations permitted, devoting his free time to studying and testing. He held many positions within the squadron, starting as an element leader, then advancing to flight sergeant, culminating his cadet noncommissioned officer career as the squadron's cadet first sergeant. In this position, he took an active interest in the squadron's physical fitness training and testing.

Latourelle was often seen running alongside slower cadets, encouraging them along. He assisted with uniform checks, and set the example for how the uniform should be worn. He was seen by many to be a great leader and friend to the younger cadets in the squadron.

Even now, with Latourelle in the Air Force, the squadron considers him to be a role model for the younger cadets. In many of the discussions at squadron meetings, his name comes up, and the younger cadets reflect on what he has accomplished and where he is now, and what they need to do to follow in his footsteps. 🇺🇸



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**Right:** USAF Airman 1st Class Nicholas Latourelle, a former Tony Hillerman Cadet Squadron cadet 2nd lieutenant. *(Photo: Courtesy of the Latourelle Family)*

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**Right:** Cadet Staff Sgt. Nicholas Torres, a potential Spaatz Cadet, at the 2017 New Mexico Wing Summer Encampment. (Photo: Cadet Master Sgt. Bobbie Jo Pennington, CAP)

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## Guest Editorial

### ***Cadet with Autism Sets his Sights on the Spaatz Award***

by 1st Lt. Heather Kathrein, CAP, New Mexico Wing

SOCORRO, N.M. – My son, Cadet Staff Sgt. Nicholas Torres, has autism and has been a cadet of the Socorro Composite Squadron since his 12th birthday in April 2016. At that time, he had been attending meetings with our family (we are all Civil Air Patrol members) for about a year and a half. Nick sat in on the meetings, and soaked up the lessons. He referred to himself as a “cadet in training” and, once he joined, he made his first promotion to cadet airman, the Curry Achievement, in less than three weeks.

I decided to wait a year before sending Nick to his Basic Encampment, as I wanted him to have a bit more maturity and CAP knowledge. I am grateful that I did, and sent him to the encampment commanded by Maj. Maria-Lisa Dilda. When I told her that Nick is autistic, she was completely welcoming, and asked me if he needed a senior member assigned to him alone, and what were his triggers. Nick has an IQ of over 113, but he has social and emotional challenges.

In the past, he had been involved in activities and events that left him completely out. That was never the case with the 2017 New Mexico Wing Summer Encampment. Maj. Dilda and her staff made sure that the encampment was fun and educational for *all* cadets. Nick was paired with a cadet flight commander and cadet flight sergeant who had volunteered to work with younger cadets, and his wingman (a fellow cadet paired with him for the duration) truly took Nick “under his wing.” The encampment chaplain had a very well-trained emotional-support dog, Major Princess, that provided therapy for Nick. These things combined to help Nick be just another cadet.

When Nick came home, he was bubbling over with enthusiasm. He usually has a hard time remembering people’s names (part of his autism), and yet he remembered the names of all the members of his flight, which told me how well he had been accepted, and he had truly felt that he belonged. Back at home, his immediate reaction was to start studying for his Wright Brothers exam. He pinned on his cadet staff sergeant stripes the same day that Maj. Dilda was promoted to Lt. Colonel. When he heard that he had passed both his exams and his promotion board, he announced with a grin, “I’m going to run for Spaatz!”

Nick’s goal for 2018 is to work on Cadet Staff at the 2018 New Mexico Wing Summer Encampment. Because of Lt. Col. Dilda’s leadership, this is now a real possibility for him. Nick’s therapists noticed a change in him: better eye contact, walking taller, and more confidence. Now early in the school year, Nick’s teachers have also noticed the change. I can only credit these improvements to his experience at the New Mexico Wing Summer Encampment. 🇺🇸

**Note:** The Spaatz Award is the highest cadet award in Civil Air Patrol, and carries with it the grade of cadet colonel. (Editor)



## On Language

### ***Who Remembers Aristophanes of Byzantium?***

AUSTIN, Texas – Sociologists and psychologists are well aware that people perform most routine tasks thanks to well-adapted habits. We do so unconsciously, and this helps us free our attention for other tasks of greater importance or more pressing need. Since many of these non-routine activities involve other people, we communicate with them, either verbally or in some other way. It is theorized that language evolved in order to make group work more efficient, thus aiding in early man's survival as a species and eventual domination of the planet.

It is also hypothesized that language facilitated knowledge, and writing arose from the need to retain this knowledge across generations, as oral history can and does introduce errors, and these can change the meaning of the very thoughts that people want to preserve. Surviving prehistoric cave art and symbols suggest that writing was first done on stone, but since periodic climate changes have been forcing people to relocate from the beginning of man's existence, soon, for portability, writing began to be done on clay tablets first, and then papyrus and vellum.

It is estimated that man has inhabited the planet for over 5 million years. Portable writing is known to have existed for some 5 to 7 thousand years, mostly for religious and commercial purposes at first, then with the rise of large social groupings for military and government records, and finally for science, recreation and literature. In very dry climates (Egypt, for one), papyrus worked reasonably well and lasted many years. However, in the damper European climate only vellum lasted, although it was much more expensive and ended up requiring vast flocks of sheep for its raw material. At this point, the written word became extremely expensive.

At first, writing had no punctuation and the words were laid down one after the other until a complete thought had been formed. When that happened, the scribe left the rest of the line blank and went on to the next line. But since this practice was a waste of precious vellum space, in the third century BC Aristophanes of Byzantium hit upon a three-purpose symbol: a plain dot. When placed at the top of the line of text, it denoted a period (or full stop); at the bottom of the line of text, it worked as a comma; and at the center, it was like a semicolon. This saved vellum, increased clarity, and made it possible for the written language to develop into a powerful and flexible tool for communication, creation and accurate recording of facts.

Historically, languages develop very slowly. It wasn't until the ninth century that people began to use Aristophanes' lower dot as a modern period (thus named because the Greeks called a complete thought a *περίοδος*, and the Romans, *perīddus*). Eventually, this new usage became standard in Europe with Gutenberg's invention of the printing press in the 15th century.

Today's comma is descended from a diagonal line called *virgula suspensiva*, used from the 13th to the 17th centuries. All other punctuation symbols were created after 1700. Notably, Asian languages had no punctuation marks at all, and Arabic, Japanese and Chinese adopted it through their contact with Western languages spoken by occupiers, tradesmen, and diplomats.

Ancient texts, especially the Bible, have many sentences built with a succession of statements linked by *and*. The invention of the comma made it possible to use it instead of space-greedy *ands*, retaining only the last *and* to end a sequence. Then this practice was extended to any series using *or*, equally simplified. Notably, a comma-separated sequence leaves the reader or listener uncertain as to whether it will be additive (*and*) or alternative (*or*). In the Anglo-Saxon origins of English, though, there is a precedent for this, as many Germanic verbs are constructed by a detachable prefix that appears joined in the infinitive, but in some uses it shows up at the end of the sentence (and this is the reason why the King James Bible uses the expression "lift up"). A contemporary German example is *anziehen* (to put on) and *ausziehen* (to take off).

Writers embraced these new tools and used them to build complicated thoughts. Since European universities had started as monastery and cathedral schools, all subjects were taught in Latin, a language that derives its strength from the use of grammatical cases that leave no doubt as to what a clause means. The English language has largely lost this feature, even though

it is built into the Anglo-Saxon that underlies its origins. Also, the pause symbolized by a comma can delimit a comment or aside by separating it from the rest of the sentence.

Later, the use of a comma-separated clause was enhanced by replacing the commas with parentheses or even dashes that can transform the clause from an aside or comment to an explanation or synonym, or even a parallel statement respectively. Thus, the language is enriched and the author achieves the desired literary effect.

Today, there are rules for the proper use of punctuation. For example, the subject must not be separated from its verb. Therefore, whenever the subject is followed by a comma, the reader knows that – if it is not an error – what follows must be a comma-separated clause interposed between the subject and its verb. In this case, most competent writers prefer to put the clause up front, often following it with a comma, as this allows the subject to flow directly into its verb.

Ancient writings abound in repetition, often creating an emphasis that originally might not have been intended. As the language evolved and acquired a broader vocabulary, it is now possible to use synonyms or turns of phrase that largely avoid repetition. That is, unless repetition is a desired effect either for emphasis or to let a quoted person speak in the latter's normal restricted vocabulary typical of that of a very young person or someone with a limited education. (The previous sentence is an example of minimal use of punctuation without loss of clarity, just as this sentence is an example of a comment or explanation.)

What advice would benefit the beginning writer? The best way to develop writing skills is by imitation. Reading well-written prose, not just for content but especially for form, will guide the reader's thinking into gaining an appreciation for how proven authors have resolved the issue of clear expression. Here are some pointers:

1. Use simple words that are rooted in the Anglo-Saxon origins of English, and of these, always prefer the shorter one. For instance, "wordy" is better than "verbose."
2. Use words that mean what you want to say. For instance, "verbiage" has two meanings: the primary is "too many words, or words that are more difficult to understand than necessary" and the secondary meaning is "mode of expression" – the primary meaning is derogatory, the secondary is not... and the primary meaning could get you sued.
3. Let the verbs flow smoothly. If you write in the present tense, all is well. But if you write in the past tense, and especially when referring to the actions of others', you need to know the verb's conjugation in the indicative, imperative, and subjunctive moods. For instance, yesterday John said "If I'm lucky, I'll win the lottery." Now you write about it in the past tense as follows, "Yesterday, John said that, were he lucky, he would win the lottery," or "Yesterday, John said that if he were lucky, he would win the lottery." Either version is correct, but the shorter one is better. (Notice that "was" would be incorrect.)
4. Avoid adjectives, unless you're quoting someone. Remember that the noun is the soul of the sentence, and it needs a verb to come alive. Make sure that adjectives or adverbs make a difference; more so, be critical about how you say it. For instance, Mary is 4 years old, and you write, "Mary wore her pretty pink dress." However, now Mary is a happily married woman of means with three children, so if you used the same sentence referring to her, at best you would be condescending and, at worst, sarcastic.
5. Writers are like fish: they die through the mouth. The written word, as opposed to simple speech, once published acquires a life of its own. Write so that yours will not come back to haunt you. But remember that your recorded speech can become equally permanent.
6. When writing articles, check your facts – even when quoting someone. You have the choice of being nice and not printing someone's wrong fact, or letting the wrong fact live forever through your writing. However, if you don't follow the wrong statement by *[sic]* (Latin for "thus" taken from *sic erat scriptum* meaning "this is how it was written," but now also accepted for "spoken") you would also be held responsible for the error because you failed to flag it. Play it safe: call the person that you are quoting and make sure that what was said is what the person really meant – or just don't publish it. 📌

**Lt. Col. Arthur E. Woodgate, CAP**  
*SWR Director of Public Affairs*

## The Safety Corner

### *The Flu Season is Upon Us*

Fall is upon us, and winter is not far behind. All should be considering getting their flu shot. The CDC recommends getting the flu vaccine before flu begins spreading in the community, or by the end of October if possible. It takes about two weeks after vaccination for antibodies to develop in the body that will protect against flu, so getting the vaccine early in the fall, before flu season begins, is best. However, doing it later can still be beneficial and vaccination should continue to be offered throughout the flu season, even into January or later.

The following information from the National Safety Council provides important facts related to the flu vaccine.

### What You Can Do to Avoid the Flu

- Fever, headache, fatigue, dry cough, sore throat, stuffy nose, nausea: If these symptoms hit, you may have been bitten by the flu bug.

### Who is Most Vulnerable?

During the 2016-17 flu season, people over 65 comprised 54-71% of all cases of flu in the U.S., according to the Centers for Disease Control and Prevention. In February 2017, the number of people over age 65 hospitalized for flu was the highest since the CDC began recording those numbers in 2005. Children age 4 or younger represented the second-highest hospitalization rate.

### A Flu Epidemic Every Year

Flu season occurs in the fall and winter, peaking between late November and early March, and [it is an epidemic every year](#). The makeup of [flu viruses can change from year to year](#), making it difficult to predict.

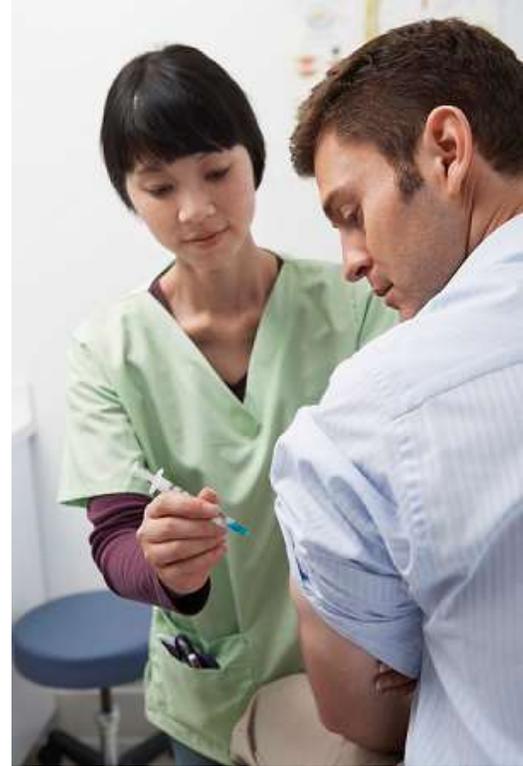
[Flu spreads through droplets when people sneeze or cough](#), and those on surfaces. People are contagious one day before symptoms appear and up to a week after. When you don't feel well, it is best to take care of yourself and co-workers by staying home. And do not go back to work (or school) for at least 24 hours after a fever is gone.

### What Can You do to Stay Healthy?

- CDC recommends that [everyone older than 6 months get an annual flu vaccine](#) as soon; as the vaccine becomes available; October is best, but it is never too late;
- If you dislike needles, ask your doctor if a nasal flu spray is available;
- If possible, avoid being around sick people;
- Wash your hands frequently with soap and water, or use hand sanitizer;
- Cover your mouth when coughing or sneezing, preferably with the inside of your arm rather than your hand;
- Avoid touching your face;
- Disinfect surfaces that may be contaminated.

### Death Rate From Flu is Hard to Calculate

[It is difficult to calculate the number of flu deaths annually](#), according to the CDC. States are not required to report flu deaths, not everyone who dies with flu symptoms is tested for flu, and the virus can cause death when other health conditions are present. About 5% to 20% of people in the U.S. get the flu each year, and an average of [200,000 people are hospitalized for it annually](#). Flu-related deaths range from about 3,000 to 49,000 a year, depending on the severity of the outbreak.



Keep yourself and others safer by getting a flu shot. Vaccines do not give people the flu. For more information about [how flu vaccines work](#), visit the CDC website. To see a [weekly report on flu activity across the U.S.](#), check out FluView.

## Flu Vaccination: Myths and Facts

**MYTH:** Healthy people do not need to get the flu vaccine.

**FACT:** Anyone can get sick from the flu, but adults 65 and older, children under 2, and people with chronic conditions are more likely to have more serious problems. Healthy people can easily pass the flu to others, so get your flu shot.

**MYTH:** Flu shots can give people the flu.

**FACT:** The flu shot is made from dead viruses, so you can't get the flu from the vaccination. However, you may experience side-effects including a sore arm, sore throats or achiness. These usually go away within one or two days.

**MYTH:** The seasonal flu is not serious.

**FACT:** The seasonal flu can be very serious. In 2006, the flu was the 8th leading cause of death in the United States. Symptoms include: high fever, headache, extreme tiredness, dry cough, sore throat, runny or stuffy nose, muscle aches and stomach issues such as nausea, vomiting and diarrhea. Protect yourself and those around you by getting your flu shot.

**MYTH:** Needles can hurt, so it's easier not to get the vaccine.

**FACT:** You may feel a sharp prick when you get the vaccine, but it's brief. If you are worried, a nasal flu spray is available. The spray is made from weakened live influenza viruses, but cannot cause the flu. It is approved for healthy people ages 2-49, but not for pregnant women.

**MYTH:** It is OK to come to work when you are feeling sick with flu-like symptoms.

**FACT:** To protect your co-workers, you should stay home if you don't feel well or you are unsure whether you're contagious.

**MYTH:** Flu shots don't work.

**FACT:** The flu strain changes every year, and every year the flu vaccine protects against new viruses that are circulating. Get your flu vaccine every year to protect yourself from the current strains. 🍷

***Lt. Col. John Kruger, CAP***  
*SWR Director of Safety*

## ***How the Southwest Region Public Affairs Awards Program Works***

Starting with the October, 2017 issue of The Fly-By, Southwest Region Commander Col. Joe R. Smith decided to continue the January, 2013 directive of then Southwest Region Commander Col. Frank A. Buethe in that region will recognize contributions to The Fly-By as follows:

1. A SWR **CAP Achievement Award** for article publication on three different issues of The Fly-By. Multiple articles in the same issue will count as one.
2. A SWR **Commander's Commendation Award** for article publication on an additional six different issues. Multiple articles in the same issue will count as one.

Region will issue the certificate and send it to the winner's unit at the first available opportunity. The award certificate will be presented at the first available opportunity.

### ***How to Make Submissions Suitable for Publication***

Since The Fly-By is posted on the SWR website, it is an external communication. Therefore, as required by CAPR 190-1, Sec. 7.b.(7), articles must be written in Associated Press Style. If a submission that is not in AP Style is selected for publication, it will be edited to this standard. (NHQ/PA has been using AP Style for all external communications since 2005.)

AP Style is defined in the Associated Press Stylebook (available at [www.ap.org](http://www.ap.org)). For a brief summary, please see "Associated Press Style in a Nutshell," overleaf.

"Article" is defined as a narrative that:

- Is written in AP Style;
- Answers the questions Who, What, When, Where, and Why, and preferably also How;
- Has one or more quotes from participants, with attribution;
- Has two or more digital photos attached (not embedded in the text), with appropriate cutlines (photo captions). An article submitted without digital photos that is selected for publication will count as a half-credit. For full credit, it must have accompanying photos.

### ***General advice on writing a good article***

- **Get all the facts right**, stick to the facts, and do not use hearsay or express opinion.
- **Take good digital photos.**
  - Do not use digital zoom, or else your photos will lack good focus and definition;
  - Take "action shots" of people doing something interesting that is material to the article; for each photo, identify the people on it by grade, name, and unit.
  - Make sure everyone is in the correct uniform and you identify all, as per above.
  - **Note:** Good photos are essential to add immediacy and flavor to the story.
- **Get good quotes.**
  - Ask participants for their opinion;
  - Get full grade, name, position title and unit of assignment for each quote.
  - Get the individual's consent to publish the quote as recorded (read it back).
  - **Note:** Getting quotes is how you get to express opinion, and get your readers to share the experience that you are writing about.
- **Write in good, idiomatic, unadorned English.**
  - Do not "pad" your sentences, such as saying "due to the fact that" when "because" will do;
  - Avoid trite expressions, such as "it goes without saying" – if it does, don't say it;
  - Avoid colloquial expressions;
  - Do not write in acronyms – always define the first instance, such as "Federal Aviation Administration" before you use FAA;
  - No nicknames – unless famous, such as "Ike" for Pres. Dwight E. Eisenhower. 🇺🇸

## ***Associated Press Style in a Nutshell***

Below are the most important rules to keep in mind when writing in AP Style

- Write the title in normal English-language capitalization. Never all in caps.
- Add your byline below the article title
- Do not format the text in the article (only exceptions are: bullet comments and numbered paragraphs in a section that details a process or sequence).
- Do not indent the first line of a paragraph.
- Use AP Style rules for punctuation.
- Single space the article. At the end of each paragraph, execute two end-of lines (Enter key).
- Do not introduce artificial paragraphing by hitting the Enter key at the end of each line in your article. Instead, let the text wrap naturally and tap two Enter keys at the end of the paragraph.
- Use only a single space after a period.
- Insert a dateline at the beginning of the article, following AP Style rules.
- Answer the 5Ws: Who, What, Where, When, Why + the honorary W: How. In writing a CAP article, you will always know the 5Ws.
- Write all dates in AP style.
- Do not use postal codes instead of state abbreviations (not OK but Okla., not NM but N.M.) but some states have no abbreviation, such as Texas.
- Write all military grades in AP Style.
- Write the article in the third person singular.
- Express no opinion.
- To express opinion, use one or more quotes of qualified sources – always get the quoted person's permission to include the quote, unless it is a matter of record (printed article or recorded audio-visual). Get the quoted person's grade, name, job title and organization.
- Never self-quote.
- Identify all persons by grade or title, name, job title if material, and organization.
- Never refer to a young person as "kid."
- When a young person is a CAP cadet, never use "kid," "boy," "girl" or "child" but identify each one by grade, full name (or last name only – never first name only), and unit of assignment.
- Never use "their" for the possessive of a singular subject, such as, "the cadet took their meal."
- Avoid the abbreviations i.e. and e.g. You may know what each one means, and the Latin words they represent, but most people confuse the two. Be clear. Write in English and leave Latin and non-English to scholars.
- Refer to CAP members by grade, name, duty position and unit of assignment. Never by first name.
- On second or subsequent references, use only the last name, except when there are two persons with the same last name, in which case the use of both first and last name is preferred (never just the first names).
- In the case of CAP or military commanders or higher ranking senior members, on second reference use the grade and last name.
- Do not use Lt. as a grade. Lt. is a mode of address. The correct grade may be 2nd Lt. or 1st Lt., but never Lt. The Navy is the only service that has the grade of Lt.
- Do not use exclamation marks, as doing so expresses opinion.
- Use simple declarative sentences.
- Avoid the passive voice.
- Remember the good rules of English grammar and syntax, and follow them.
- **For best results**, buy the latest copy of the Associated Press Stylebook, available at a modest cost at [www.ap.org](http://www.ap.org) – read it, study it, know it, and use it. 📖